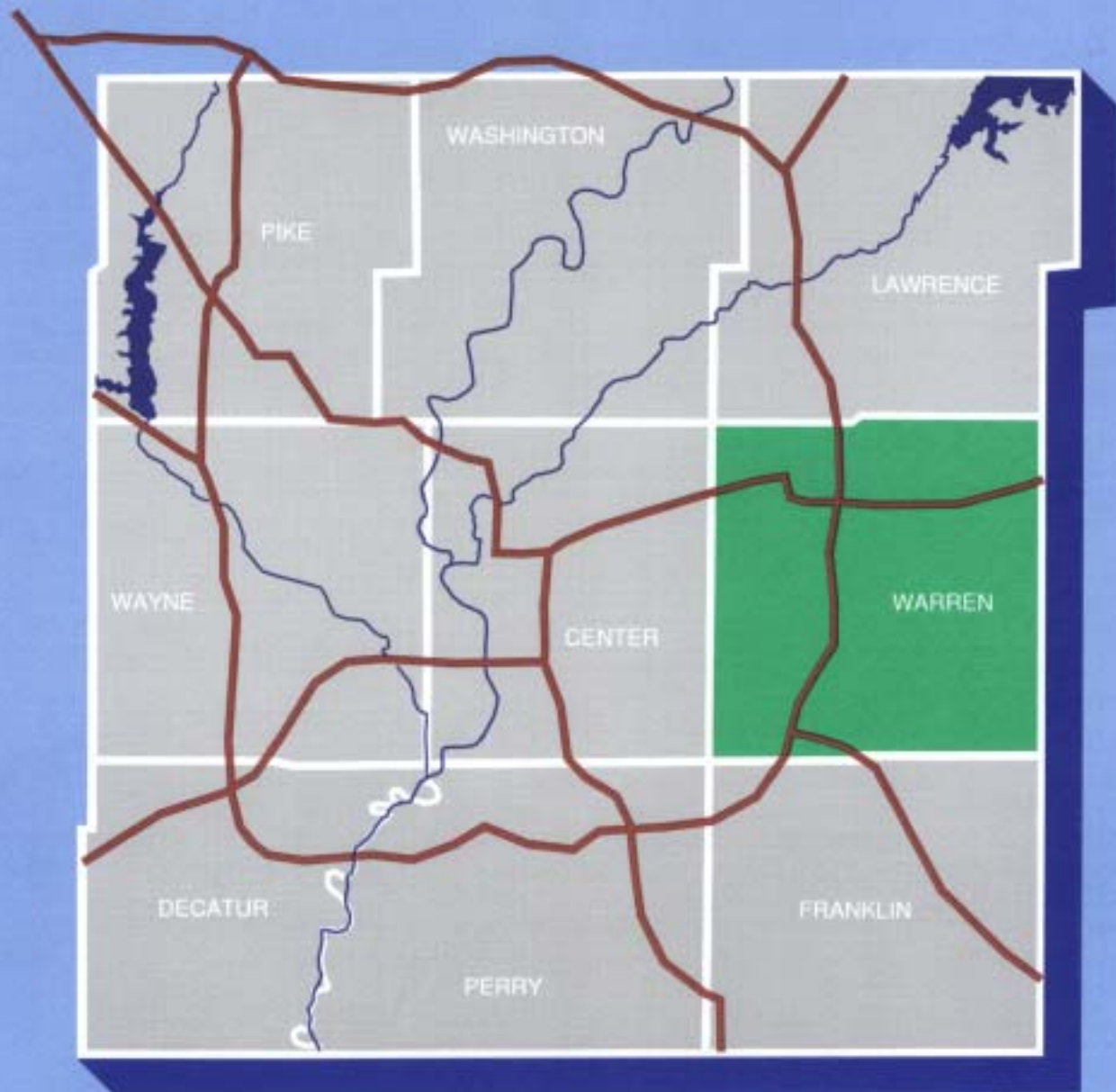


WARREN TOWNSHIP



COMPREHENSIVE LAND USE PLAN

92-CPS-R-6

ADOPTED NOVEMBER 4, 1992

DEPARTMENT OF METROPOLITAN DEVELOPMENT
PLANNING DIVISION
CITY OF INDIANAPOLIS-MARION COUNTY, INDIANA



STEPHEN GOLDSMITH

Warren Township

Comprehensive Land Use Plan



Prepared by:

Department of Metropolitan Development

Division of Planning

Indianapolis-Marion County, Indiana

Adopted: November 4, 1992

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Warren Township Comprehensive Plan

Introduction

Warren Township is located in the east-central portion of Marion County. The township has many attractive features which make it unique in comparison to other Marion County townships. These features include the undeveloped land south of Brookville Road, east of Interstate 465; the Whispering Hills golf course and residential area; the Washington Street commercial corridor (which extends nearly the entire width of the township); the Warren Township School District's performing arts center; the neighborhood communities of Cumberland, Irvington, and Consolidated Eastside; and the high number of interstate interchanges (9) compared to other suburban Marion County townships. Detailed data on population, land use, zoning, transportation, schools, utilities, and other township characteristics are included in the *Warren Township Comprehensive Planning Study Data Inventory*.

The *Data Inventory* was used during the planning process to examine development trends, identify areas with infrastructure services, environmental constraints, and transportation needs. A Township Planning Committee was formed to generate ideas and make recommendations for land use changes. Planning Committee meetings were then conducted in 'town meeting' fashion and any individual who chose to attend could do so. The planning process for Warren Township included seven committee meetings held between August and December, 1990. These meetings resulted in the plan recommendations contained in the Land Use Plan Map and this plan narrative.

The Warren Township Comprehensive Plan revision, a part of the Comprehensive Plan for Marion County, is comprised of this narrative, its accompanying Warren Township Comprehensive Land Use Plan Map, and the Official Thoroughfare Plan for Marion County. This Warren Township Plan narrative is intended to be used with the other parts of the Comprehensive Plan for Marion County, including the countywide plan narrative.

Township Population and Land Use Characteristics

The following Warren Township characteristics were identified in the *Warren Township Comprehensive Planning Study Data Inventory* and planning committee process. The Comprehensive Plan responds in some way to each of these characteristics.

■ *Nearly one-half of Warren Township's land area is undeveloped.*

- In 1990, Warren Township ranked at the middle of all Marion County townships in terms of population (87,989 people). This compares to the lowest, Decatur Township (21,092), and the highest, Center Township (182,140). The township's density of 2.94 people per acre compares to the lowest, Franklin Township (0.81 persons per acre) and the highest, Center Township (5.0 persons per acre).
- Warren Township is 52% developed. The least developed township is Franklin, with 80% vacant land and the most developed township is Center, with only 7% vacant land.

Comprehensive Plan Response - Although the Comprehensive Plan recommends uses for all township land, parts of the township could remain rural well into and throughout the next century if the development trends of the past thirty years continue. Compared to the 1984 Comprehensive Plan, this plan recommends more Very Low Density Residential development, which coincides more closely with the township's rural character (see Table 1).

■ *The township's population is decreasing.*

- Between 1980 and 1990, the township population decreased by 1.4%, ranking Warren Township's growth rate eighth in Marion County. Center Township experienced a loss of 12.7% of its population during the same period. All other Marion County townships increased in population between 1980 and 1990. Pike (+78%), Franklin (+30%), and Lawrence (+24%) Townships had the highest percentage increases in population.
- Although population declined, the amount of land developed for residential uses in Warren Township increased. Consequently, roadways, sewer and water systems were expanded.
- Persons under 18 years old made up 26% of the 1990 Census population for Warren Township, a decrease from 31% in 1980. The result of that decrease is a smaller household size and an eventual decline in township school enrollments. Since changes in school enrollments occur later than population changes, the decline of persons under 18 years old has not yet affected school district enrollments.

Comprehensive Plan Response - The plan encourages development in areas already served by school, roadway, sewer and water systems. Also, the plan

Table 1

Warren Township

Comparisons of Existing Land Use and Comprehensive Plan Recommendations

Land Use Category	1989 Existing Land Use		1984 Comprehensive Plan Land Use Recommendations		1991 Comprehensive Plan Land Use Recommendations	
	Acres	% of Twp.	Acres	% of Twp.	Acres	% of Twp.
Residential						
Very Low Density	1,989.3	6.5	3,132.5	10.3	7,614.5	25.1
Low Density	6,378.3	20.9	14,680.3	48.5	9,745.3	32.1
Medium Density	619.3	2.0	2,527.2	8.3	1,723.2	5.7
High Density	0.0	0.0	0.0	0.0	56.0	0.1
Total	8,986.9	29.5	20,340.0	67.2	19,139.0	63.2
Commercial						
Office	101.1	0.3	*	*	317.0	1.0
Retail	1,197.5	4.0	*	*	1,832.2	6.1
Total	1,298.5	4.3	2,138.2	7.1	2,149.2	7.1
Industrial						
Light	616.6	2.0	1,534.4	5.1	1,786.4	5.9
Heavy	1,332.3	4.4	2,419.8	8.0	2,064.8	6.8
Total	1,948.9	6.4	3,954.2	13.1	3,851.2	12.7
Public/Semi-Public						
Parks	310.0	1.0	557.3	1.8	1,403.3	4.6
Special Use***	1,300.5	4.3	1,393.7	4.6	1,840.7	6.1
Streets	1,896.4	6.3	1,896.6	6.3	1,896.6	6.3
Total	3,506.9	11.6	3,847.6	12.7	5,140.6	16.9
Vacant or Agricultural	14,538.9	48.0	**	**	**	**
Total, All Categories	30,280.0	100.0	30,280.0	100.0	30,280.0	100.0

* The 1984 Comprehensive Plan did not differentiate between office and retail commercial uses.

** The 1984 and 1991 Comprehensive Plans assume full development of the township, with no vacant or agricultural land.

*** The 1991 Comprehensive Plan land use acreage total for Special Use includes indexed Urban Conservation.

recommends that development not be permitted at intensities which may overburden these systems.

- *Recent residential development has occurred throughout the township, but has been concentrated primarily in the northeast.*
 - Between 1973 and 1989, over half of the single-family homes constructed in Warren Township were built in the northeast section of the township. Much of this development was the expansion of existing subdivisions, development of new subdivisions, and small (one-acre) metes and bounds tract development along existing roads. More recently, residential development has occurred in the southeast portion of the township.
 - Almost one-half of the township's new multi-family development took place in the northeast section of the township. The southeast portion of the township did not have any new multi-family development between 1973 and 1989.
 - Residential development will continue at the periphery of existing subdivisions. New subdivision development could occur as anticipated industrial sector development and subsequent employee demand for single-family homes increase.
 - Single-family residential development in the eastern extreme of the township is most likely to dominate in future years because of the available vacant land and proximity to recent infrastructure extensions.

Comprehensive Plan Response - The Comprehensive Plan recommends additional residential development throughout the township. The plan recommends lower density residential land uses for areas that are environmentally sensitive such as woodlands and wetlands. This recommendation also is based upon analysis of infrastructure capacities and needs. Medium density residential development is recommended for areas adjacent to commercial shopping areas and near public transportation routes throughout the township.

- *The township's roadway and sewer systems have under-utilized capacities.*
 - The street system currently operates at a high level-of-service overall, with little or no traffic congestion. The majority of streets that are operating at a poor level-of-service (with high congestion) are located in the northwest portion of the township.

- Over one-half of the township is served by sewers, including the Indianapolis Sewer Service and the Cumberland Sewer District. Existing interceptors in the eastern, central, and southern portions of the township should provide capacity for new development. However, the township's sanitary and drainage sewer system is combined. Although some areas have excess capacity, other areas of the township have drainage problems which impact the sewer systems at times of heavy rain. The sewer interceptor system will need to be expanded to accommodate new development impacts.

Comprehensive Plan Response - The Comprehensive Plan recommends land uses appropriate to the capacities of the infrastructure -- i.e., the roadway, sewer, and water systems. The plan recommends that all new developments provide necessary upgrades to or expansions of the existing infrastructure.

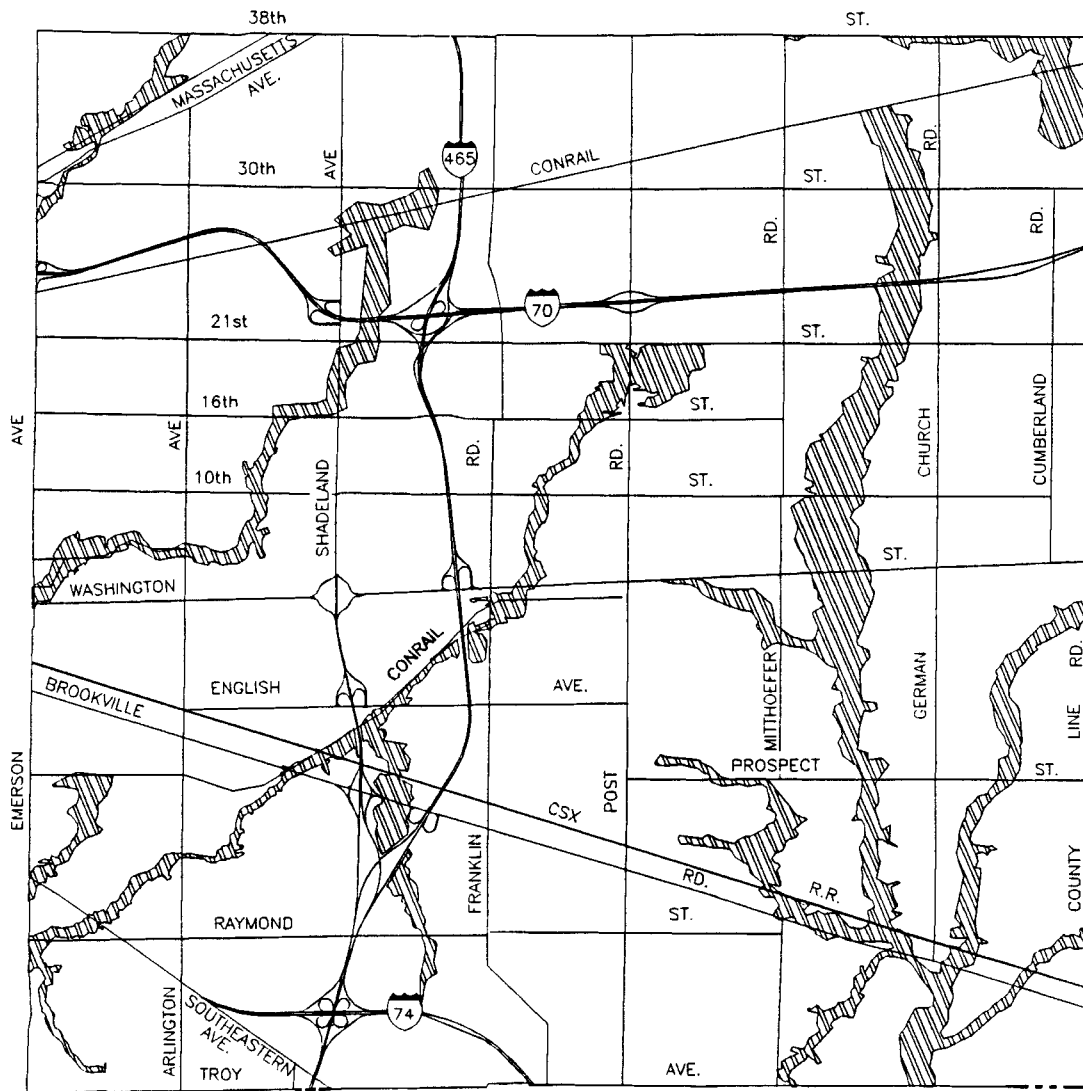
■ *Buck Creek, Grassy Creek, and abandoned railroad lines are important features of the township.*

- Buck Creek and Grassy Creek are prone to flooding and their floodplains contain significant wetland and woodland areas (see Maps 1, 2, and 3). Little development has occurred to date along these creeks, which increases the feasibility of establishing linear parks within their floodways and floodplains.
- The abandoned Conrail Railroad which crosses the northeast portion of the township and the abandoned Penn Central Railroad which is parallel to and south of Washington Street could also be utilized as linear parks. Along their boundaries are wooded areas, and they can serve as linkages between other park areas.

Comprehensive Plan Response - The Comprehensive Plan recommends establishing linear parks along significant stream and railroad corridors. The plan recommends other park uses and urban conservation adjacent to these areas. The plan strongly discourages development in floodway, floodplain, and wetland areas through enforcement of the Flood Control Districts Zoning Ordinance.

■ *Warren Township currently has developed commercial and industrial areas.*

- Nearly all industrial development (95%) is located in the western half of Warren Township.



MAP 1

WARREN TOWNSHIP GENERALIZED FLOODPLAINS

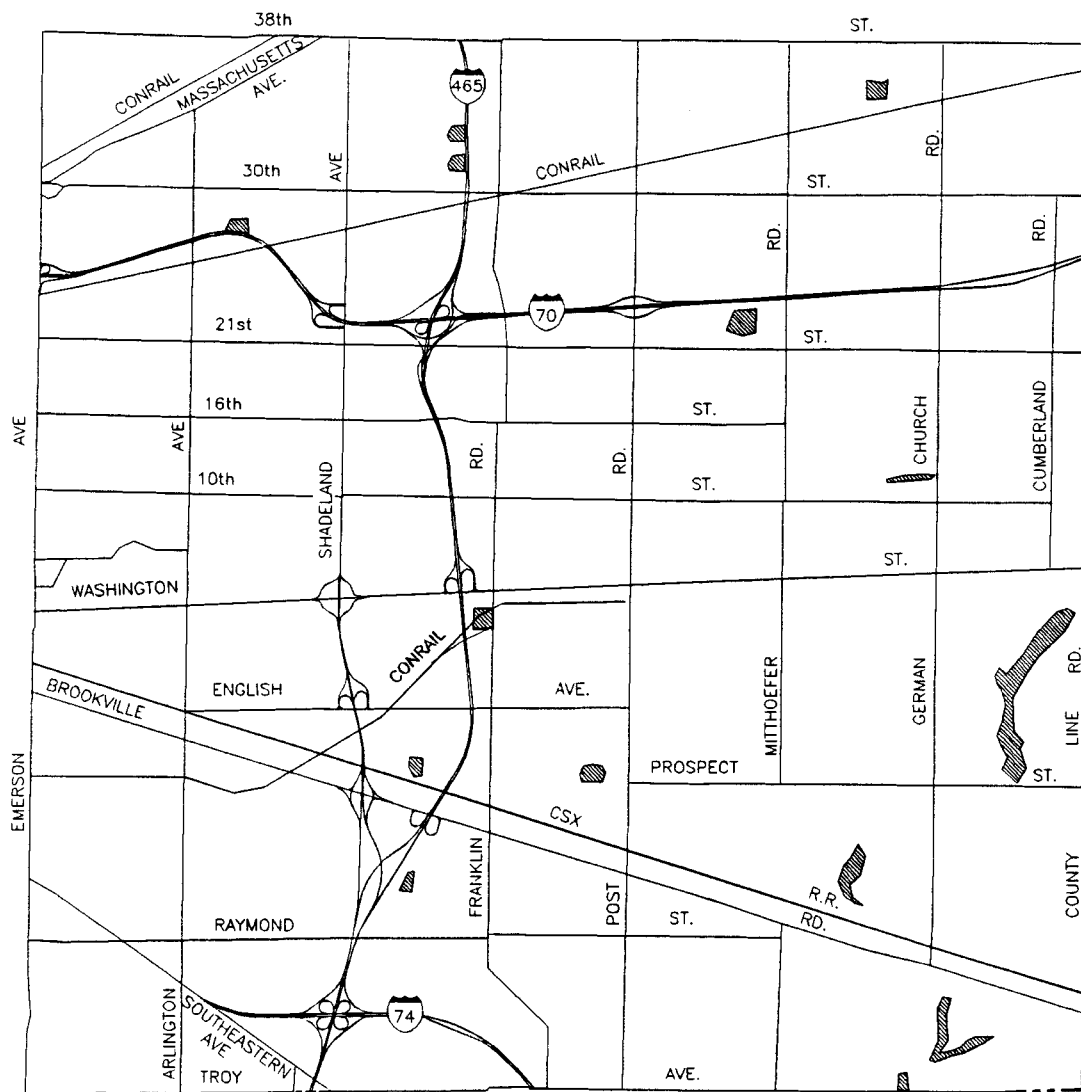


100-YEAR FLOOD BOUNDARY

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MAP 2

WARREN TOWNSHIP GENERALIZED WETLANDS



WETLAND AREAS

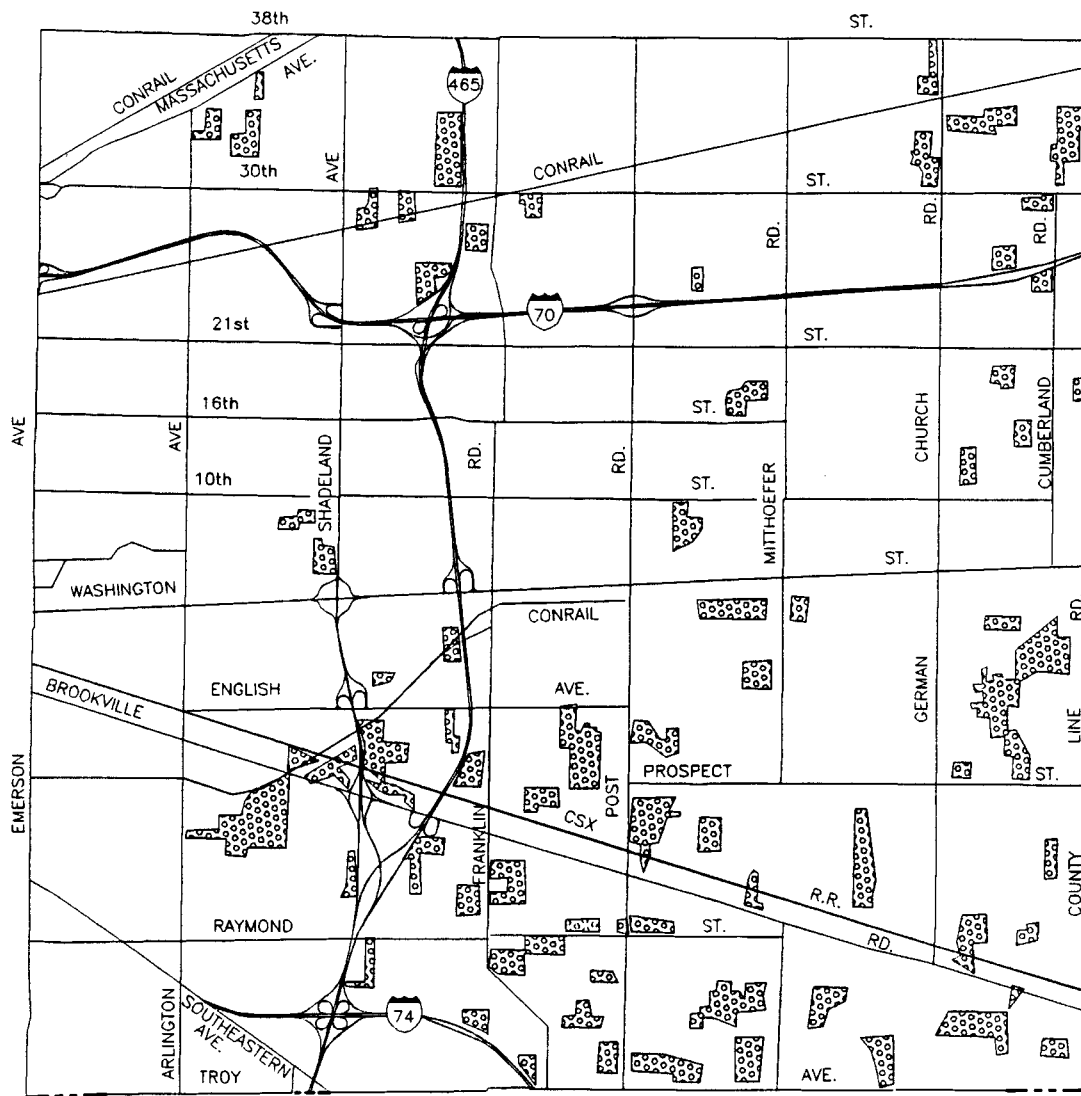
SOURCE: U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY, 1990

THIS MAP IS NOT EXHAUSTIVE. IT INCLUDES MOST NON-STREAM WETLANDS OF TEN ACRES OR MORE. FOR MORE COMPLETE INFORMATION REFER TO THE NATIONAL WETLANDS INVENTORY OR THE U.S.D.A. SOIL CONSERVATION SERVICE.

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MAP 3

WARREN TOWNSHIP GENERALIZED WOODLANDS



WOODED AREAS

SOURCE: DIVISION OF PLANNING AERIAL PHOTOGRAPHS, MARCH, 1991

NOTE: THIS MAP IS NOT EXHAUSTIVE. IT INCLUDES MOST WOODLANDS
OF TEN ACRES OR MORE.

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- Almost all (90%) of the 1,298 acres of existing commercial office and retail development in Warren Township are located in the northern half of the township, mostly along both sides of Washington Street and Shadeland Avenue.

Comprehensive Plan Response - The Comprehensive Plan recommends that future commercial and industrial development occur at nodes of interstate interchanges, arterial roads, and functional railroads in order to make valuable transportation facilities available to those land uses.

- *Older neighborhood areas in Warren Township have been planned in more detail, responding to their specific housing, land use, and infrastructure needs.*

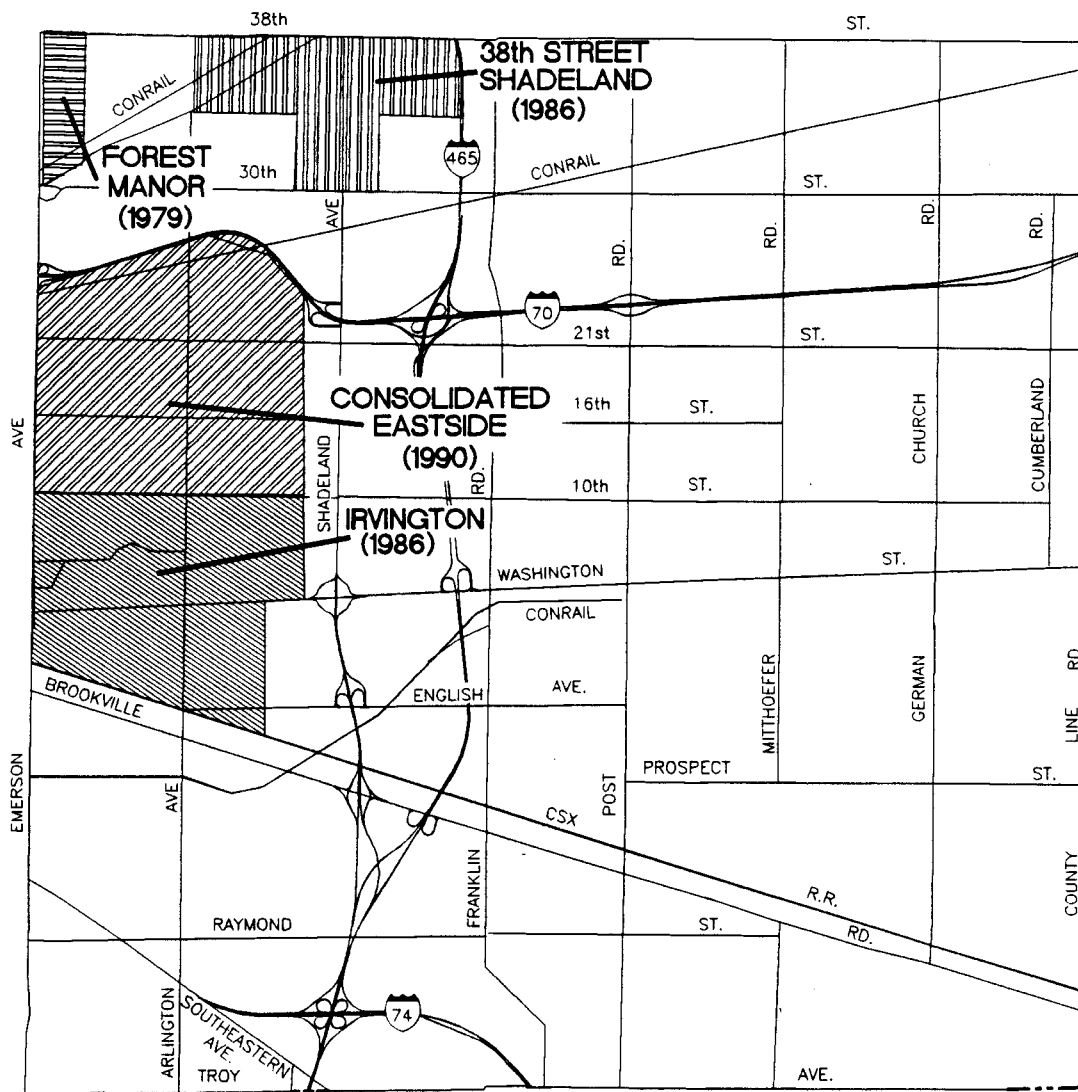
- Neighborhood plans are typically conducted in areas which have neighborhood organization, are fully developed and have improvement needs identified by neighborhood and community leaders.
- Adopted Warren Township neighborhood plans include Forest Manor, 38th Street - Shadeland Avenue, Consolidated Eastside, and Irvington (See Map 4). The preceding plans were prepared by the City of Indianapolis' Division of Planning for the neighborhoods. The Town of Cumberland commissioned Callahan Associates for the preparation of a Main Street Master Plan (1988) and Robert E. Curry & Associates for the preparation of a Comprehensive Park Master Plan (1990). However, the Cumberland plans have not been adopted by the Metropolitan Development Commission.

Comprehensive Plan Response - The Comprehensive Plan incorporates the recommendations of these adopted neighborhood plans and recognizes the recommendations of the other plans in its land use plan map and narrative. For specific land use, infrastructure improvements, and other neighborhood recommendations is advisable to consult the applicable neighborhood plans.

Township Planning and Development Goals

Through the planning process, the Warren Township Planning Committee (see Appendix A) identified the following goal statements to be reflected in the Warren Township Comprehensive Plan revision:

1. Encourage recreational facilities development and aesthetic quality in the township by:
 - further enhancing the public parks system and other open spaces in order to off-set the moderately high density of residential development;



MAP 4
WARREN TOWNSHIP
ADOPTED SUBAREA PLANS

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- converting floodway and floodplain areas of major streams to linear parks;
 - investigating possible future uses of Buck Creek and Grassy Creek as water amenities;
 - enhancing the quality and aesthetics of existing arterial streets with more extensive landscaping; and
 - improving the visual quality of Washington Street.
2. Encourage a balance of industrial, commercial, and residential development; and, more specifically:
- preserve the rural character of undeveloped land use in the eastern half of the township by reserving it for very low density residential use and open space;
 - reduce traffic impacts on suburban roadways by development of very low density residential subdivisions;
 - preserve the existing residential character of the northwest portion of the township;
 - cluster medium density residential uses near shopping areas to buffer higher intensity land uses from lower intensity land uses and foster pedestrian access to shopping areas;
 - promote professional office development in areas of high visibility and good roadway access (Brookville Road and I-465);
 - preserve and revitalize the Shadeland Avenue industrial corridor; and
 - concentrate industrial development in and around areas already industrially zoned and infrastructure served, except the southwest portion of the township, where more industry should be encouraged.
3. Commit to improved public services and facilities by:
- encouraging high density residential apartment development near public transit routes and shopping areas;
 - maintaining and enhancing the quality of the public school system;

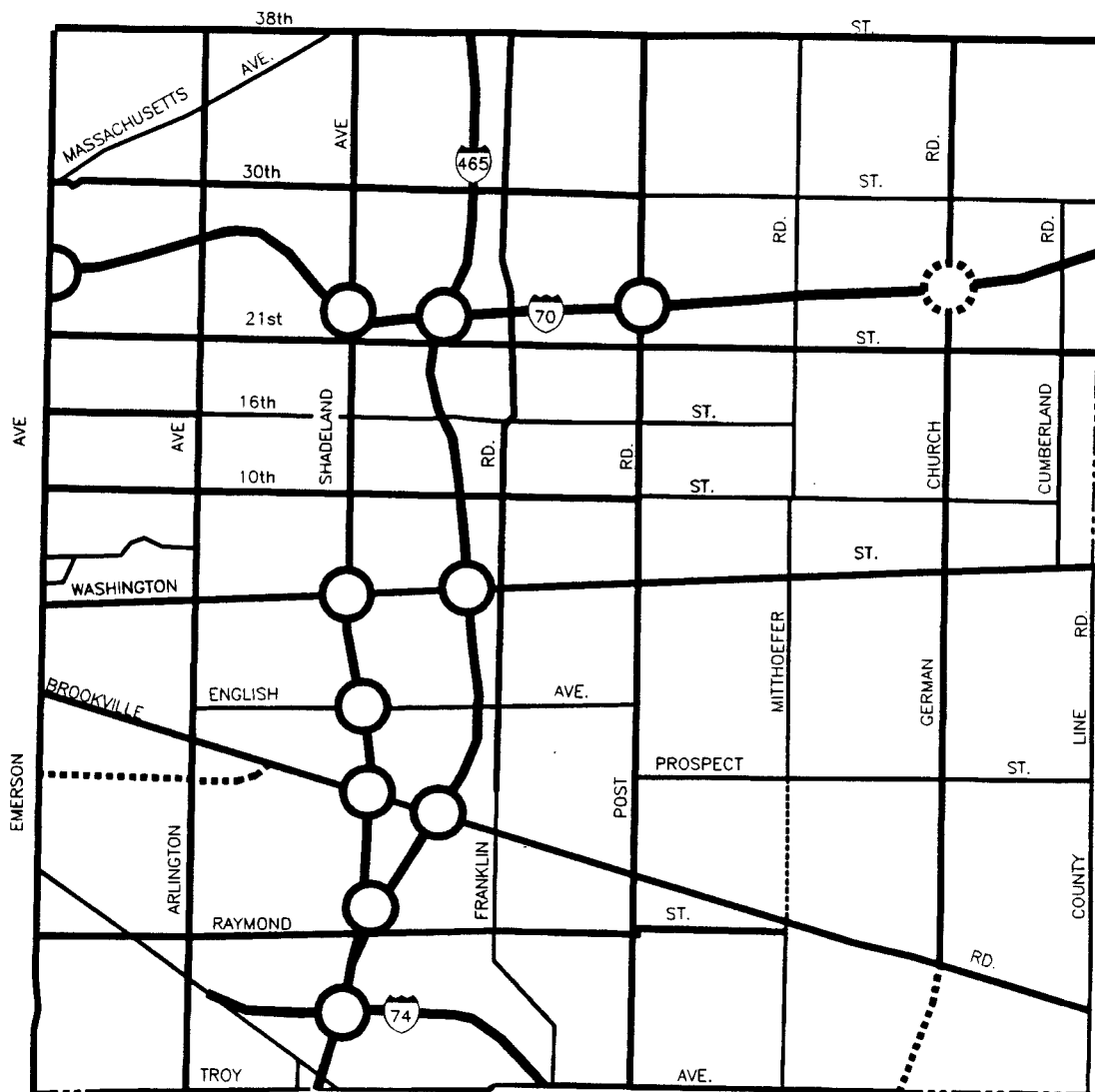
- decreasing levels of traffic congestion by road widening, new road construction, and controlled commercialization of arterial roads; and
- creating residential boulevards south of Washington Street (along German Church Road and Mitthoefer Road).

Thoroughfare Plan

Warren Township is included in the *Marion County Thoroughfare Plan*. The Thoroughfare Plan recommends roadway improvements designed to mitigate existing and future traffic congestion and delays, which are measures of the roadway system's efficiency (see Map 5). These improvements include right-of-way preservation needs. The Thoroughfare Plan assigns a priority to each recommended improvement indicating when the work should occur. Priorities range from "A" (highest priority) to "D" (lowest priority). Timing of implementation of the plan's recommendations by such agencies as Indianapolis Department of Transportation and Indiana Department of Transportation is a function of available funding and the priority schedule for improvements throughout Marion County.

The majority of street segments currently operating at unacceptable levels-of-service are in the northwest portion of the township. To increase the efficiency of the roadways and to prevent other roadways from reaching or exceeding capacity in the future, the Thoroughfare Plan recommends the following priority improvements (see Map 6):

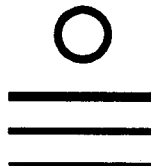
1. Improve interstate interchange at I-70 and Post Road (Priority A).
2. Widening of 38th Street from a four-lane primary arterial to a four-lane divided primary arterial roadway; between Emerson Avenue and Shadeland Avenue (Priority B).
3. Widening of Shadeland Avenue from a four-lane primary arterial to a six-lane divided primary arterial roadway; between 38th Street and Conrail Railroad (Priority B).
4. Widening of 10th Street from a two-lane primary arterial to a four-lane divided primary arterial roadway; between Arlington Avenue and Franklin Road (Priority B).
5. Widening of Emerson Avenue from a two-lane primary arterial to a four-lane arterial; between 10th Street and Washington Street (Priority B).
6. Widening of Washington Street from a four-lane primary arterial to a six-lane divided primary arterial roadway; between Franklin Road and Post Road (Priority B).



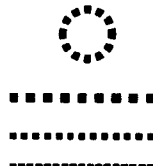
MAP 5

WARREN TOWNSHIP PORTION OF THE OFFICIAL THOROUGHFARE PLAN MAP, 1991

EXISTING



PROPOSED



INTERCHANGE

FREEWAY

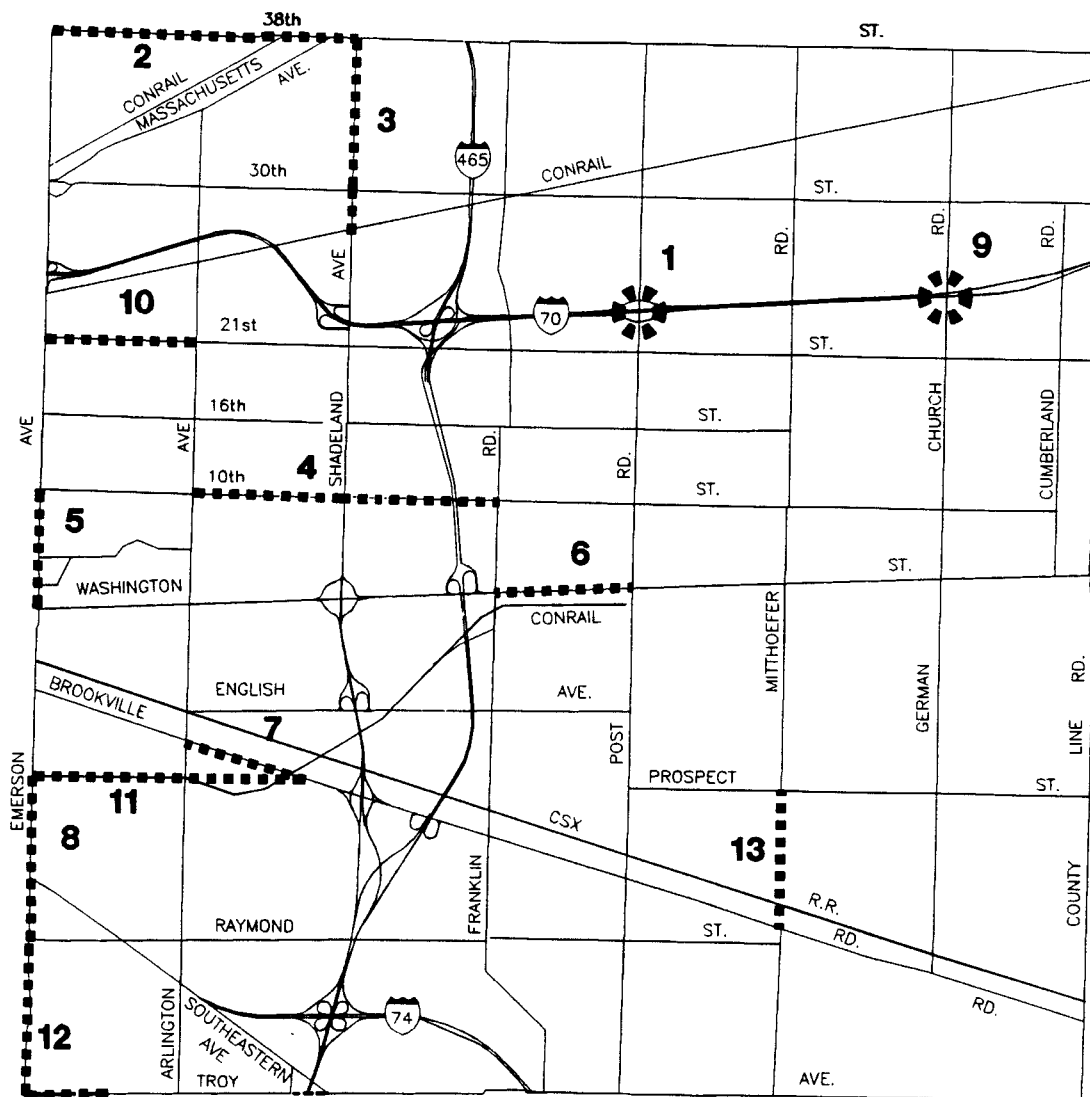
PRIMARY ARTERIAL

SECONDARY ARTERIAL

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MAP 6

WARREN TOWNSHIP THOROUGHFARE PLAN PRIORITY IMPROVEMENTS

..... PRIORITY IMPROVEMENTS

PRIORITY A
1. I-70/POST RD.
INTERCHANGE

PRIORITY B
2. 38th ST. WIDENING
3. SHADELAND AVE. WIDENING
4. 10th ST. WIDENING
5. EMERSON AVE. WIDENING
6. WASHINGTON ST. WIDENING
7. BROOKVILLE RD. WIDENING
8. EMERSON AVE. WIDENING
9. I-70/GERMAN CHURCH RD. INTERCHANGE

PRIORITY C
10. 21st ST. WIDENING

PRIORITY D
11. PROSPECT ST. CONNECTOR
12. TROY AVE. EXTENSION
13. MITTHOEFFER RD. CONNECTOR

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7. Widening of Brookville Road from a two-lane primary arterial to a four-lane primary arterial; between Arlington Avenue and Hunter Drive (Priority B).
8. Widening of Emerson Avenue from a two-lane primary arterial to a four-lane primary arterial; between Prospect Street and Raymond Street (Priority B).
9. Construction of an interstate interchange at I-70 and German Church Road (Priority B).
10. Widening of 21st Street from a two-lane primary arterial to a four-lane primary arterial; between Emerson Avenue and Arlington Avenue (Priority C).
11. Construction of a four-lane primary arterial connector of Prospect Street between Emerson Avenue and Brookville Road (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four lanes.
12. Construction of a four-lane primary arterial connector of Troy Avenue between Emerson Avenue and Ritter Avenue (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four lanes.
13. Construction of a four-lane primary arterial connector of Mitthoefer Road between Prospect Street and Brookville Road (Priority D). Initially this would be constructed as a two-lane roadway until traffic demand warrants four lanes.

Warren Township land use recommendations are based in part on the Thoroughfare Plan's priority improvements and also on the levels-of-service of roadways.

"Level-of-service" is a measure of traffic congestion that rates roadways from A (least congested) through F (most congested). This measure identifies deficiencies in the roadway network. For example, a roadway segment with a level-of-service E or F is carrying more traffic than it is designed to carry.

The type and density of land use in an area determines the amount of traffic generated by that area. In turn, the amount of traffic generated affects roadway levels-of-service. Thus, the type and density of land use affects roadway levels-of-service. For example, traffic generated per acre of development is usually higher for commercial centers than for residential uses, and higher for multi-family residential uses than for single-family residential uses. In general, the more traffic generated by a land use, the greater the effect on roadway levels-of-service. The land uses recommended in this plan reflect existing and projected roadway levels-of-service. Therefore, deviations from this plan's land use recommendations will inevitably alter roadway levels-of-service.

Stages of Development

The other Stage 5 area in Warren Township is bounded by Emerson Avenue, Troy Avenue, Ritter Avenue, Raymond Street, and Stage 3.

Most of this stage is developed. The land use composition includes residential, commercial, and industrial uses. Some portions of the area are vacant and development of these infill lots and larger parcels of land should be encouraged, provided it is compatible with existing land uses.

This area is fully served by infrastructure. As the infrastructure ages, improvements will be necessary.

- *Stage 6 (Developing Suburban Area)*

The two Stage 6 areas in Warren Township are located east and south of the Stage 5 areas. The southernmost Stage 6 area is bounded by Brookville Road, I-465, Troy Avenue, and Stages 5 and 3. The easternmost Stage 6 area is bounded by Stage 5 on the west, 38th Street, German Church Road, 30th Street, County Line Road, Prospect Street, Post Road, and Brookville Road.

These areas are less developed than the preceding stages. Stage 6 represents the more recently developed areas in the township and contains large undeveloped tracts of land between developed areas. Development of the vacant land could negatively effect and encroach upon established development or sensitive natural areas. Because of development pressure, which typically characterizes Stage 6 areas, the boundary lines for recommended land uses--particularly in designated critical areas--should be interpreted as definitive and fixed.

Stage 6 contains a high proportion of the township's wetlands, wooded areas, and wildlife habitat. When development occurs, these natural features should be preserved and protected. Furthermore, development should utilize buffering and other techniques which minimize potentially negative impacts upon nearby existing development. Also, drainage and sewer service would be negatively impacted by new development in the area. Careful site design and planning, as well as provision of necessary public facilities, should accompany new development.

- *Stage 7 (Rural Area)*

The remainder of the township is designated as Stage 7. There are two Stage 7 areas in Warren Township. The first is located in the extreme northeast corner of the township and is bounded by 38th Street, County Line Road, 30th Street, and German Church Road. The second area is larger than the first and is bounded by Troy Avenue, County Line Road, Prospect Street, Post Road, Brookville Road, I-465, and Troy Avenue.

Very little of Stage 7 land is developed, and that development is widely distributed throughout each of the areas. Stage 7 areas in Warren Township consist primarily of rural farm land and small one-acre single-family metes and bounds tract development along existing roadways.

Stage 7 areas also contain a high proportion of the township's wetlands and wooded areas. New development in Stage 7 should be sensitive to the environment and to nearby existing development. In addition, new development in Stage 7 should occur in such a manner that adequate roadway, sewer, and water system capacities are maintained. All new development should utilize existing infrastructure or it should provide for the expansion of such systems to serve the demand created by the development.

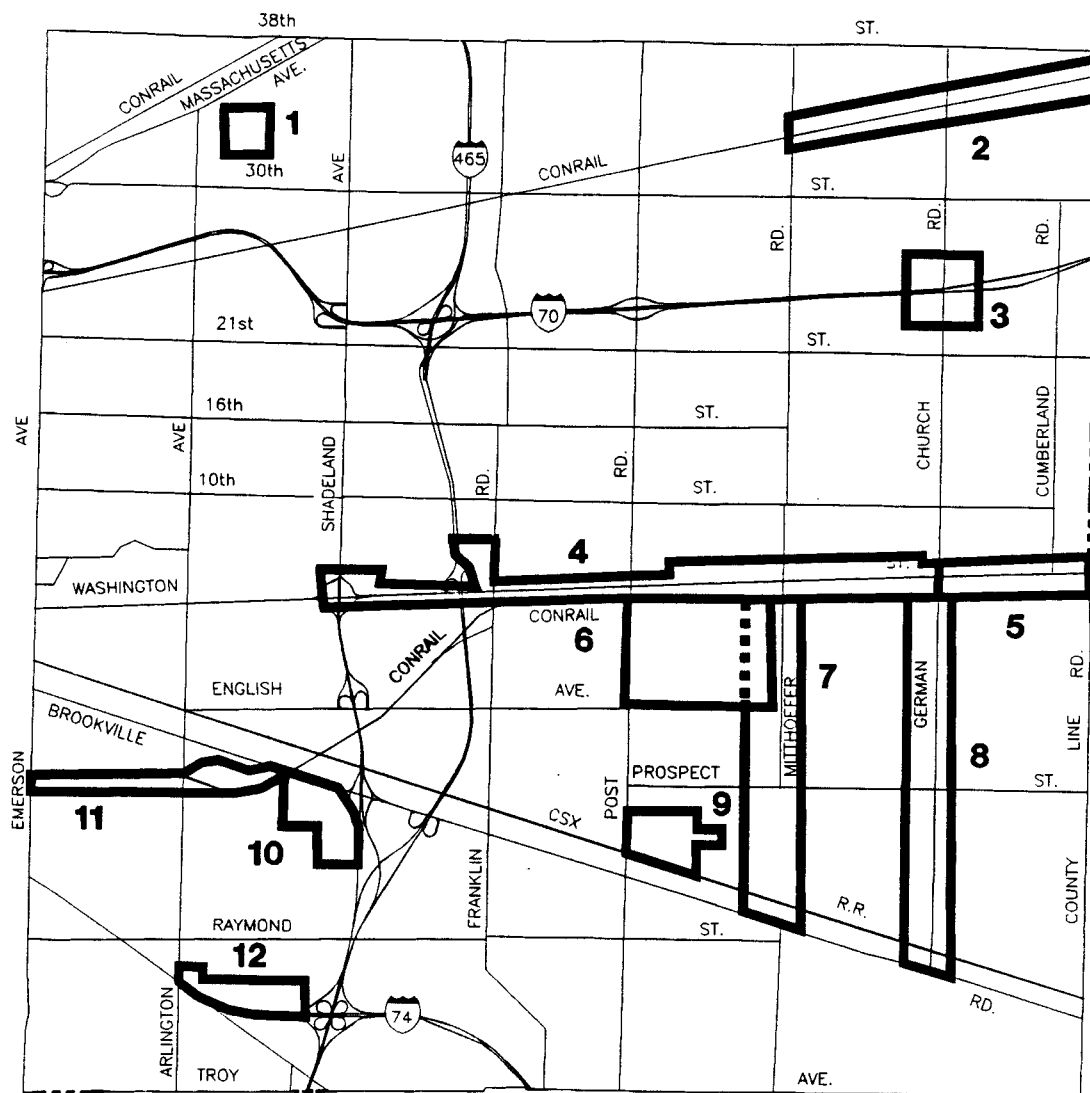
Critical Areas

Some land use recommendations in Warren Township warrant special emphasis because of unique factors related to their location, unusual character, and significant development potential. It is essential to the Warren Township Comprehensive Plan that these "critical areas" be developed as recommended. The plan's land use recommendations for the remainder of the township are also important, but critical areas warrant a more detailed explanation.

This list of critical areas can only be expanded by the adoption of a new critical area as a Comprehensive Plan Segment. This process involves further study of an area by the Department of Metropolitan Development, which may then recommend an area to the Metropolitan Development Commission for adoption as a Comprehensive Plan Segment.

The following are Warren Township's critical areas, including a description and map of each, the rationale for why it is designated "critical" to the plan, recommendations for development, and additional pertinent data (for all critical areas, see Map 8). Floodplains, wetlands, proposed Thoroughfare Plan roadway improvements, and other features on the critical area maps are shown in their approximate locations.

As stated in the introduction, this *Warren Township Comprehensive Land Use Plan* narrative is intended to be used with the *Marion County Comprehensive Plan* narrative, the *Marion County Thoroughfare Plan*, and the Warren Township Comprehensive Land Use Plan Map. These concepts, contained in the *Marion County Comprehensive Plan*, include land use categories, indexing, and policies for development. They apply throughout the county and are more fully explained in the *Marion County Comprehensive Plan*. Likewise, the *Marion County Thoroughfare Plan* contains more detailed information regarding roadways in Marion County. Consult these plans if necessary when using this Warren Township narrative.



MAP 8
WARREN TOWNSHIP
CRITICAL AREAS

CRITICAL AREAS

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INDIANAPOLIS-MARION COUNTY, INDIANA

Critical Area 1

- **Location:** South of 34th Street, west of Kitley Avenue, north of 32nd Street, and west of Webster Avenue.
- **Land Use Plan Recommendation:** Low Density Residential, Light Industrial, Urban Conservation indexed to Low Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Low Density Residential - LD, and Medium Density Residential - MD.
 - East:** Light Industrial - LI.
 - South:** Light Industrial - LI, and Low Density Residential - LD.
 - West:** Low Density Residential - LD, and Commercial Cluster - CC.
- **Stage of Development:** 4 (Suburban Revitalization Area).
- **Why Critical:** The area contains a large wooded area which comprises nearly one-half of the critical area. The woods effectively create a buffer between existing industrial and residential uses. The woods also provide valuable urban wildlife habitat. The buffer of trees should be maintained between industrial land uses to the south and east and the residential land uses to the west and north.
- **Recommendations:**
 - a. Implement additional buffering by requiring truck traffic to utilize the roadways east of the area, away from the residential areas.
 - b. Adhere to the Comprehensive Land Use Plan Map's recommended boundary between Light Industrial and Low Density Residential. Industrial encroachment into the residential area and potential resultant neighborhood deterioration will then be prevented.

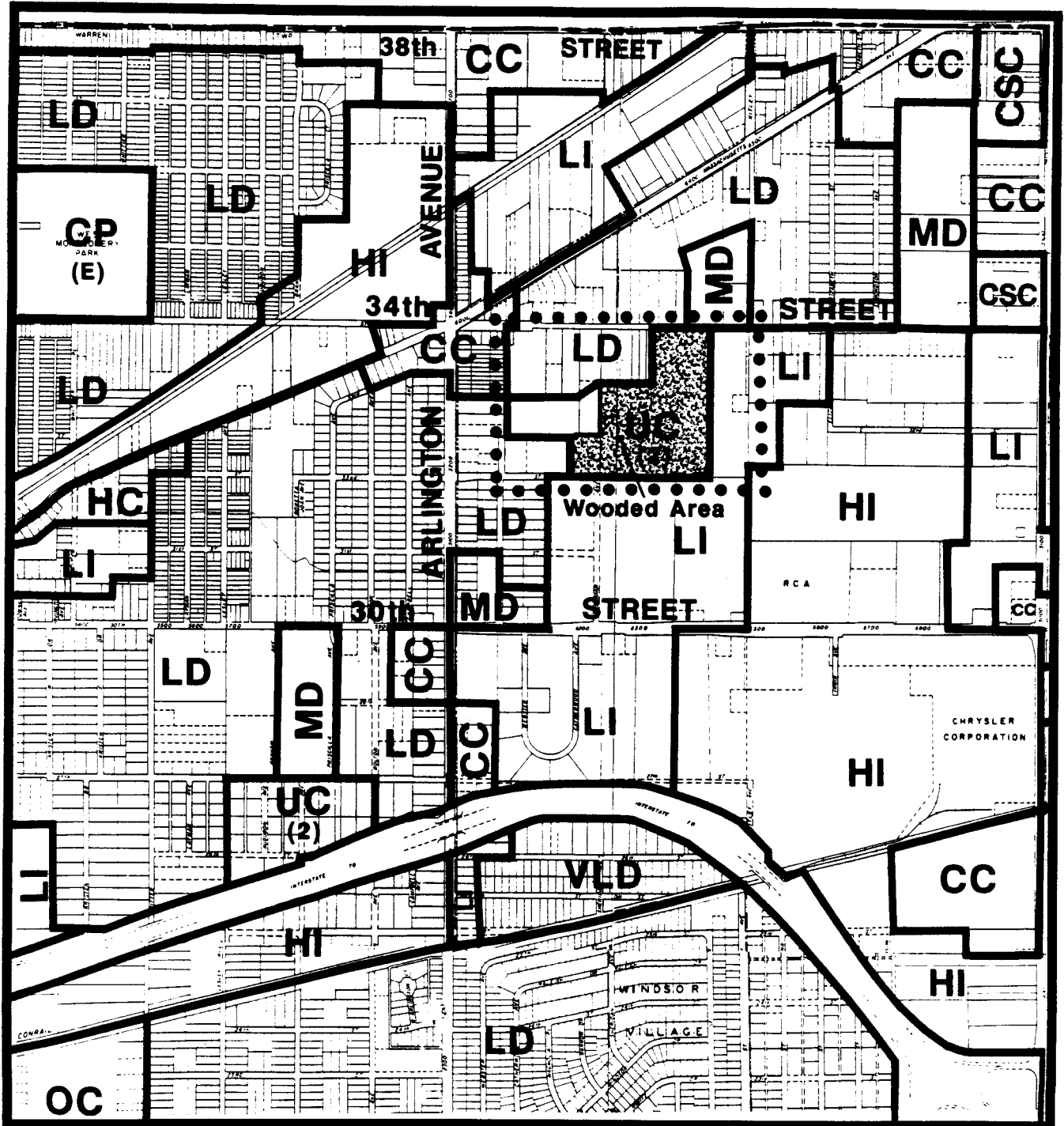
- c. Preserve existing trees and vegetation as a natural buffer between the industrial and residential land uses.
- d. Prevent adverse industrial impacts on residential land uses to the north and west through transitional yard buffering, landscaping, fencing or other measures.
- e. This site is appropriate for cluster subdivision development. A cluster subdivision would concentrate development on a portion of the site, leaving the remainder as open space. Also, the cost of providing infrastructure (including sewers, water, and roadways) for the development is typically reduced, making residential development of the site more cost-effective.

■ Additional Data:

- a. Soil Limitations - According to the *Soil Survey of Marion County, Indiana* (utilized throughout the plan to determine soil limitations), the area's soil composition (Crosby-Brookston) severely limits septic systems. Therefore the area will need sewer service when developed. Other soil limitations include poor drainage -- resulting in wetness and ponding -- and susceptibility to erosion.
- b. Drainage - Drainage is limited by the soil type. When development occurs, thoroughly analyze and plan for drainage of the area on- and off-site. Development must accommodate all drainage needs. Require drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - Nearly half of this critical area is wooded. Any development of the area will require a tree inventory, preservation and maintenance plan. Preservation and replacement of trees when development occurs will be necessary.
- d. Sanitary Sewers - The area is served by sewers. Future development can make use of the existing sewer lines. However, prior to development, contact the Department of Public Work's sewer permitting division regarding sewer service needs.
- e. Water Facilities - The area is served by water lines. Future development can make use of the available water service.
- f. Transportation - Local streets in residential areas are not designed for industrial truck traffic. Do not permit industrial truck traffic west of the

critical area on 34th Street. No new arterial streets are recommended by the Marion County Thoroughfare Plan for the area.

Map 9 - Critical Area 1



Critical Area 2

- **Location:** The area surrounding the Conrail Railroad east of Mitthoefer Road and extending to County Line Road.
- **Land Use Plan Recommendation:** Low Density Residential, Proposed Linear Park indexed to Low Density Residential, Medium Density Residential, and Very Low Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Low Density Residential - LD, Proposed Linear Park indexed to Low Density Residential - LP(P)(2), Medium Density Residential - MD, and Very Low Density Residential - VLD.
 - East:** Hancock County.
 - South:** Low Density Residential - LD, Proposed Linear Park Indexed to Low Density Residential - LP(P)(2), Very Low Density Residential - VLD, and Proposed Linear Park indexed to Very Low Density Residential - LP(P)(1).
 - West:** Heavy Industrial - HI, and Light Industrial - LI.
- **Stage of Development:** 6 (Developing Suburban Area) and 7 (Rural Area).
- **Why Critical:** The abandoned railroad corridor is a valuable open space and recreational resource for the township. The land use plan shows that this corridor would link two proposed linear parks with an existing neighborhood park, a junior high school, and a proposed neighborhood park, in effect binding the area's neighborhood parks and school together through a common link -- a linear park.
- **Recommendations:**
 - a. Acquire the railroad corridor property for a linear park as recommended by the Land Use Plan Map. Since the property no longer belongs to the Conrail

Railroad, it (in its entirety or parts) could be dedicated for a recreational easement as development occurs on adjoining properties.

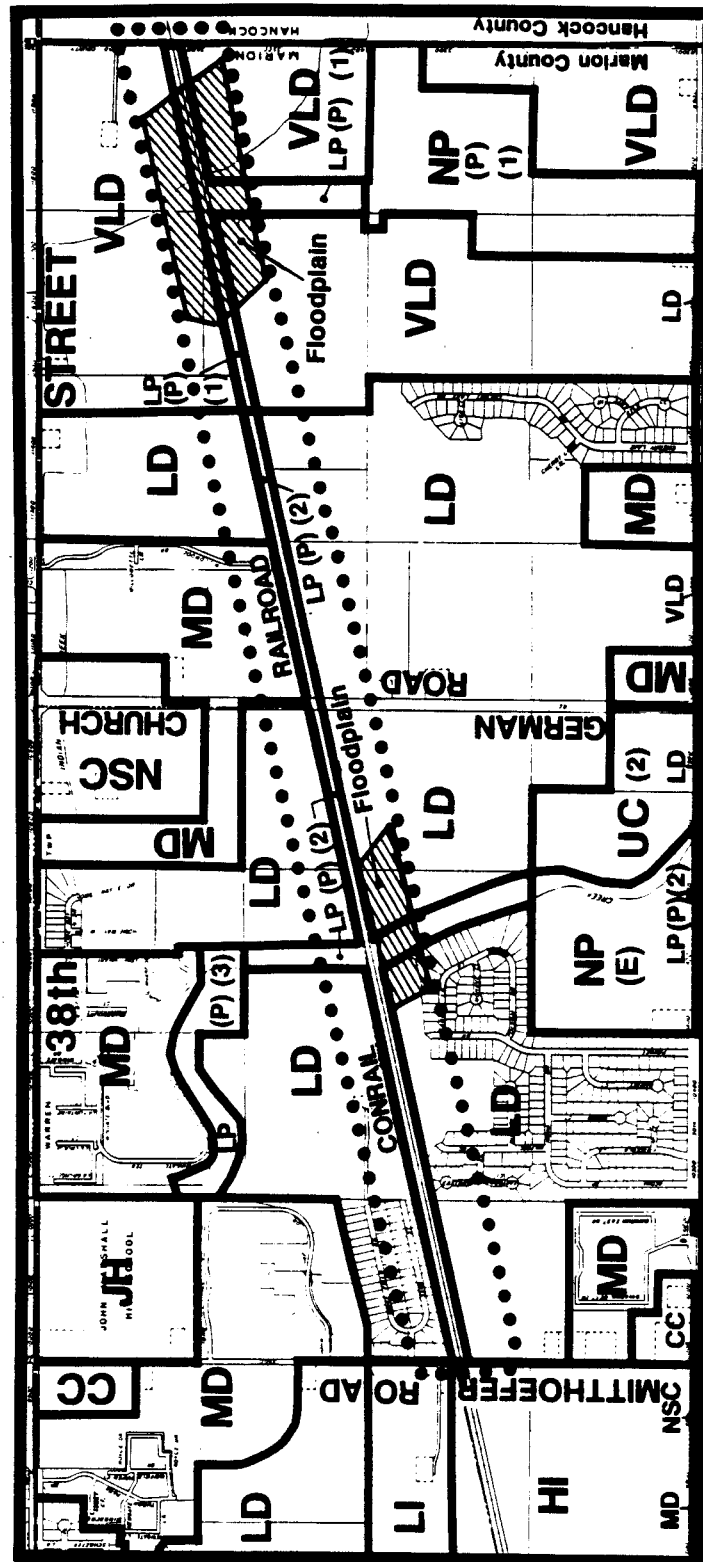
- b. Develop the land for passive recreational uses such as a jogging trail, bicycle trail, nature study area, or a walking trail. These are appropriate types of development for linear parks.
- c. Development of the floodplain areas must be consistent with the requirements of the Flood Control Districts Zoning Ordinance.

■ Additional Data:

- a. Soil Limitations - The site's soils are primarily Crosby-Brookston and are characterized by poor drainage, ponding, wetness and erosion. If the area is not used for passive recreational purposes, sewer service must be provided to new and existing development to prevent health hazards due to the soil associations' inability to accommodate septic systems.
- b. Drainage - Drainage problems associated with the Crosby-Brookston soils and floodplains may not be met. Thorough drainage analysis and planning is necessary. Development according to the requirements contained in the City Drainage and Sediment Control Ordinance may accommodate some drainage problems.
- c. Environmental Constraints - There are two floodplains which are in the eastern and western portions of the area. No other environmental constraints have been identified within the area's boundaries.
- d. Sanitary Sewers - The area is served by the Indianapolis Sewer Service and the Lawrence Ridge Participating District (which extends along the railroad corridor east of German Church Road). Any development which requires sewer service must install sewers according to the Department of Public Works standards and tie into existing sewer services. The developer should consult the Department of Public Works sewer permitting division when development occurs in this area.
- e. Water Facilities - Water service is not currently available in this area. Water service can be established when development occurs, although it may not be necessary for the proposed park use. The existing water lines nearest this area are located just north and south of the western extreme of the critical area near Mitthoefer Road.
- f. Transportation - There are no recommended roadway improvements or new facilities on the Thoroughfare Plan for this critical area.

(See Map 10, next page)

Map 10 - Critical Area 2



Critical Area 3

- **Location:** The area surrounding the proposed German Church Road interchange with I-70.
- **Land Use Plan Recommendation:** Proposed Linear Park indexed to Medium Density Residential, Junior High School, Low Density Residential, Proposed Linear Park indexed to Low Density Residential, and Proposed Linear Park.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Proposed Linear Park indexed to Low Density Residential - LP(P)(2), Low Density Residential - LD, and Junior High School - JH.
 - East:** Junior High School - JH, and Very Low Density Residential - VLD.
 - South:** Low Density Residential - LD, and Proposed Linear Park - LP(P).
 - West:** Proposed Linear Park - LP(P), and Proposed Linear Park indexed to Low Density Residential LP(P)(2).
- **Stage of Development:** 6 (Developing Suburban Area).
- **Why Critical:** The Thoroughfare Plan proposes a full interchange at the intersection of German Church Road and I-70. The majority of the Township Planning Committee members support the removal of this proposed interchange from the Thoroughfare Plan. The Thoroughfare Plan will be updated in 1993 through a public planning process. It would be appropriate to address the issue of removing the interchange from the Thoroughfare Plan in the 1993 planning process.

Most interstate interchanges in Marion County have developed with commercial or industrial uses surrounding them. This type of development pattern can create high levels of traffic congestion. In this critical area, adverse impacts upon the nearby school, residential development, and planned linear park are likely if surrounding land uses are too intense -- i.e. commercial use. Development according to the

Comprehensive Land Use Plan should preclude commercial or industrial development requiring an interchange at this location.

Although the level-of-service on existing roadways is good, future development will result in additional traffic and, ultimately, unacceptable levels-of-service (traffic congestion). The 1991 Thoroughfare Plan update analysis of the area's roadway network determined Warren Township would benefit in the future from access to the interstate at this location. However, construction of the interchange is not warranted at this time since the surrounding area is not yet fully developed and traffic volumes have not created an immediate need for an interchange.

■ **Recommendations:**

- a. The 1993 Thoroughfare Plan update process should recognize that the majority of the Township Planning Committee members prefer to remove the interchange from the Thoroughfare Plan. The update should evaluate the future need for an interchange at this location. If the evaluation does not justify a future interchange, it should be removed from the Thoroughfare Plan. However, if an interchange is justified, the recommendation should remain on the Thoroughfare Plan and action should be taken to acquire right-of-way by dedication.
- b. Discourage commercial and industrial development near the interchange through implementation of the Land Use Plan Map recommendations.
- c. This critical area contains areas of floodplain. Development must be sensitive to the environmental constraints associated with floodplains and accomplished according to the requirements in the Flood Control Districts Zoning Ordinance. Residential development by use of the cluster subdivision option will preserve the floodplain area as open space in its natural or in a park-like setting.

■ **Additional Data:**

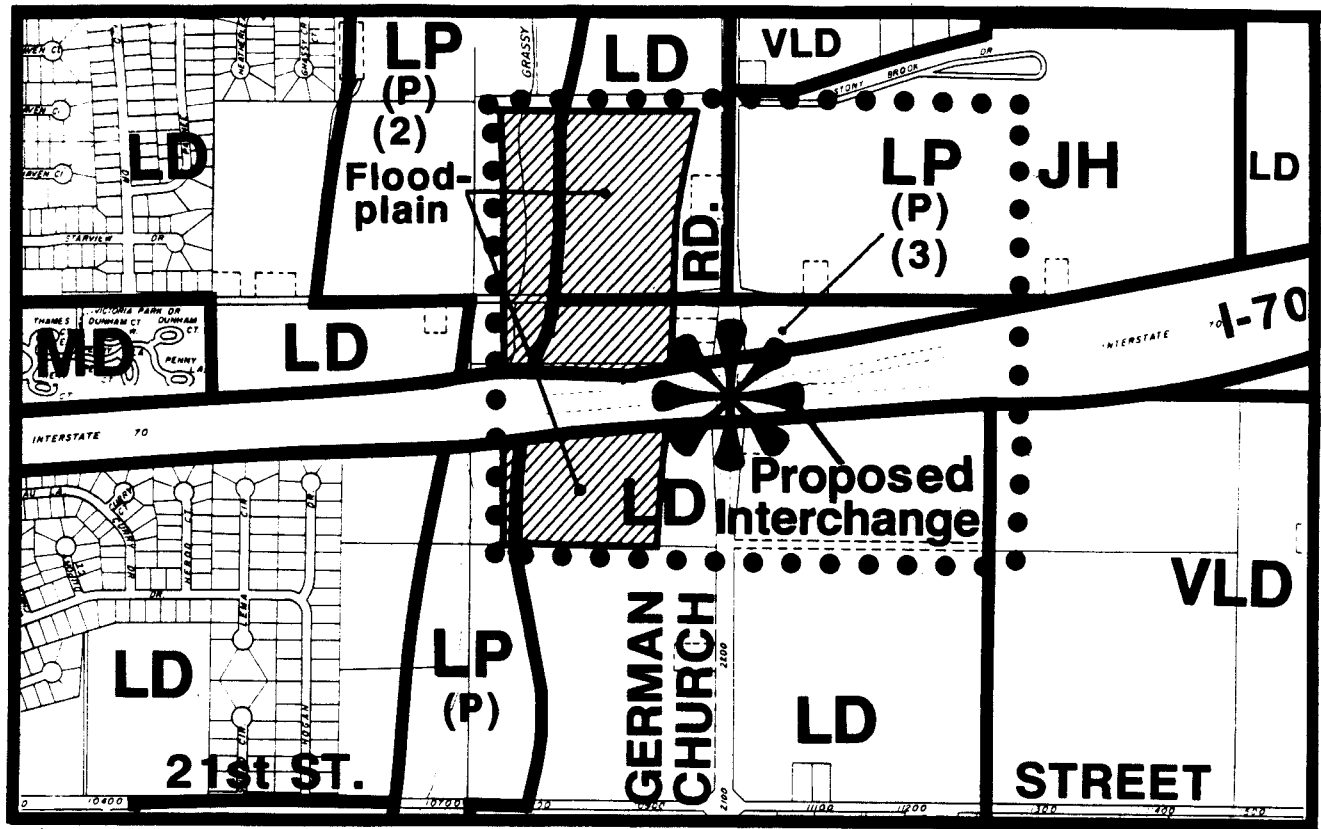
- a. **Soil Limitations** - Soil associations on this site include Crosby-Brookston and Miami-Crosby. These soils are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. The rating for septic system service is severe.
- b. **Drainage** - Drainage is limited by soil associations and floodplains. Thorough drainage analysis and planning is necessary. Development according to the requirements contained in the City Drainage and Sediment Control Ordinance

and Flood Control Districts Zoning Ordinance may accommodate some drainage problems.

- c. Environmental Constraints - Nearly one-half of the area is made up of floodplain. Development of the area by cluster subdivision will best ensure sensitivity to the floodplain areas.
- d. Sanitary Sewers - Two existing sewer lines are located in the west portion of the area. When new development occurs extend sewer lines to provide sewer service when the development occurs. The developer should consult the Department of Public Works sewer permitting division when development occurs in this area.
- e. Water Facilities - The area has water service.
- f. Transportation - The Thoroughfare Plan recommends an interstate interchange at German Church Road and I-70. Right-of-way obtained by the Department of Transportation (through dedication whenever possible) will facilitate future implementation of the proposed interchange. If the 1993 Thoroughfare Plan update does not include the interchange, no additional right-of-way should be acquired.

(See Map 11, next page)

Map 11 - Critical Area 3



Critical Area 4

- **Location:** The area which borders Washington Street between German Church Road and Edmondson Avenue.
- **Land Use Plan Recommendation:** Regional Shopping Center, Commercial Shopping Center, Neighborhood Shopping Center, Commercial Cluster, Office Center, Office Buffer, Very Low Density Residential, Low Density Residential, Medium Density Residential, High Density Residential, Cemetery, and Urban Conservation indexed to Medium Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Low Density Residential - LD,
Office Center - OC,
Commercial Shopping Center - CSC,
Office Buffer - OB,
Commercial Cluster - CC,
Cemetery - C,
Very Low Density Residential - VLD,
Regional Shopping Center - RSC, and
Proposed Linear Park - LP(P).
 - East:** Low Density Residential - LD, and
Medium Density Residential - MD.
 - South:** Low Density Residential - LD,
Proposed Community Park indexed to Low Density Residential - CP(P)(2),
Urban Conservation indexed to Medium Density Residential - UC(3),
Medium Density Residential,
Urban Conservation indexed to Low Density Residential - UC(2),
Very Low Density Residential - VLD,
Light Industrial - LI,
Heavy Industrial - HI,
Heavy Commercial - HC, and
Commercial Shopping Center - CSC.
 - West:** Commercial Cluster - CC, and
Low Density Residential - LD.

- Stage of Development: 5 (Established Suburban Area) and 6 (Developing Suburban Area).

- Why Critical: East Washington Street is Warren Township's equivalent to "Main Street". There is a need for improved appearance and traffic circulation along Washington Street. Development of viable high density residential land uses along the Washington Street corridor is important -- the corridor could provide multi-family apartment residents with immediate access to public transit and a wide variety of nearby shopping areas.

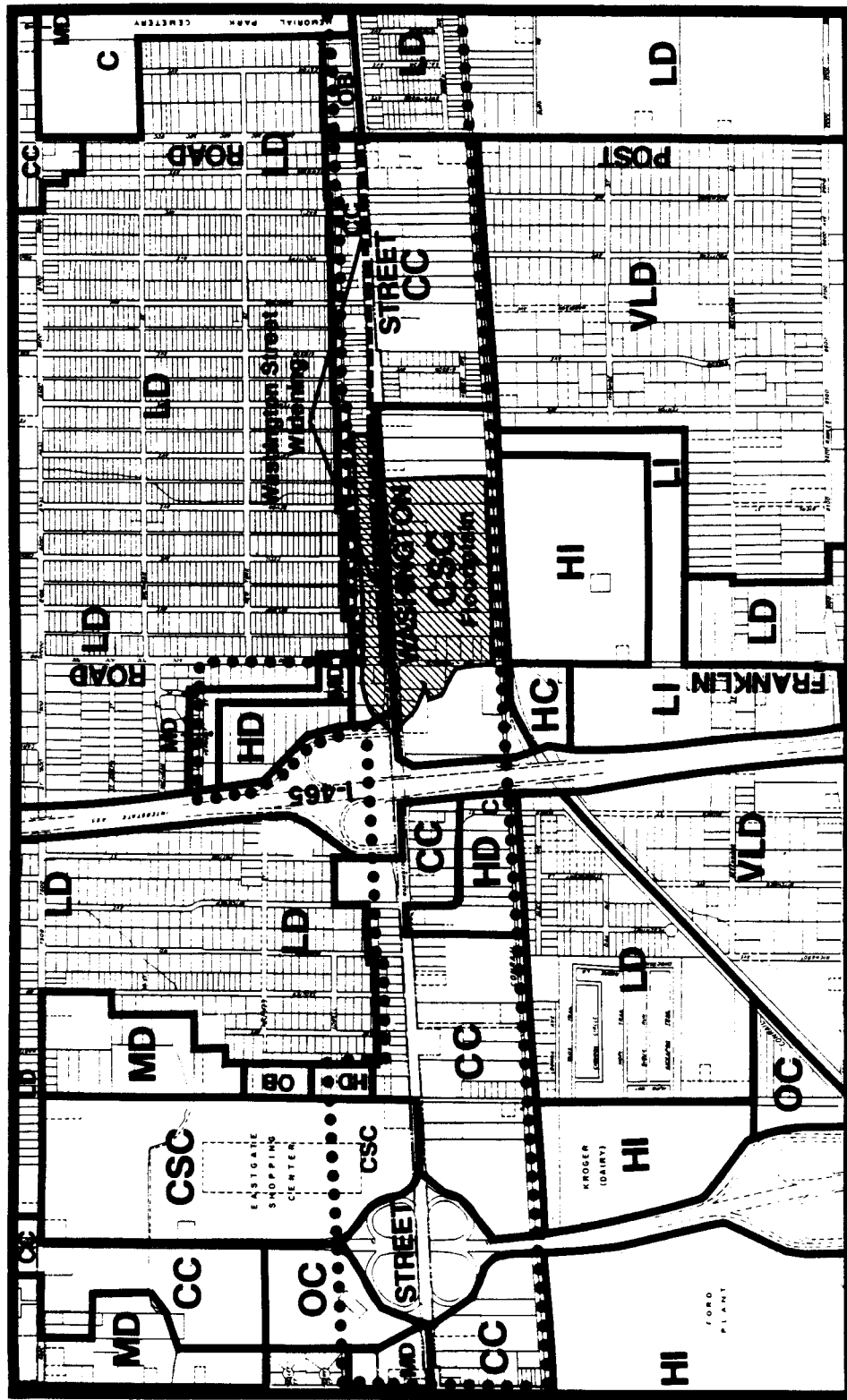
- Recommendations:
 - a. The city should prepare a detailed corridor plan for the area. Include in the plan recommendations for land use and zoning, sidewalks, landscaping, sign programs, integration of commercial uses, as well as uniform architectural standards and design guidelines.
 - b. Integrate new and existing commercial and residential uses with shared parking access drives and sign programs. Through integration, traffic congestion can be better managed.
 - c. Washington Street is proposed for widening from a four-lane primary arterial to a seven-lane (six driving lanes and one turning lane) primary arterial. The widening is scheduled to start in 1996. Install sidewalks on both sides of the street when it is widened.

- Additional Data:
 - a. Soil Limitations - Crosby-Brookston, Miami-Crosby, and Genesee-Sloan are soils found in this critical area. These soils are characterized as poorly drained, susceptible to erosion, flooding, wetness and ponding. The area is almost fully developed. As a result of that development much of the soil surface has been paved or built on with drainage improvements which accommodate the soil characteristics.
 - b. Drainage - The floodplain area adjacent to Washington Square is composed mainly of the regulatory floodway of Grassy Creek. Therefore all construction in that area is subject to Indiana Department of Natural Resources approval. There are no other obvious drainage problems in this critical area. Development conditions may be required by the City Drainage and Sediment Control Ordinance.

- c. Environmental Constraints - The area contains floodplain areas, all of which have been modified to accommodate commercial development. Drainage improvements along this corridor have reduced the potential for flooding.
- d. Sanitary Sewers - Almost all of the area is served by sanitary sewers. Sewer service is available to the area from sewer lines surrounding the area. The developer should consult the Department of Public Works sewer permitting division when development occurs in this area.
- e. Water Facilities - Water service is available and serves the entire area.
- f. Transportation - The Marion County Thoroughfare Plan's priority improvements recommend the widening of Washington Street from a four-lane primary arterial to a six-lane divided primary arterial roadway between Franklin Road and Post Road. The Indiana State Department of Transportation has proposed the widening of Washington Street from Edmondson Avenue to German Church Road from a four-lane primary arterial to a seven lane (six driving lanes and one turning lane) primary arterial, scheduled to begin construction in 1996.

(See Map 12.a and 12.b, next pages)

Map 12.b - Critical Area 4
(West)



Critical Area 5

- Location: East of German Church Road, south of a line 200 feet north of Washington Street, west of County Line Road, and north of the abandoned Conrail Railroad.
- Land Use Plan Recommendation: Commercial Shopping Center, Medium Density Residential, Low Density Residential, Office Buffer, Neighborhood Shopping Center, Commercial Cluster, Town Hall, and Light Industrial.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
 - North: Low Density Residential - LD, Medium Density Residential - MD, and Existing Neighborhood Park - NP(E).
 - East: Hancock County -- *Town of Cumberland and Vicinity Future Land Use Plan* recommends "Commercial/Office, Office/Industrial/Distribution, Open and Public Space, and Low Density Residential."
 - South: Light Industrial - LI, Very Low Density Residential - VLD, and Low Density Residential - LD.
 - West: Commercial Shopping Center - CSC, and Cemetery - C.
- Stage of Development: 6 (Developing Suburban Area).
- Why Critical: Cumberland was settled in 1831, shortly after Indianapolis was established. Because the town is so distant from the center of Indianapolis, it has retained its own central commercial core, its own Town Hall, and its own identity. Due to recent nearby commercial, industrial, and residential development, that identity is unstable. Therefore, there is a need to recreate and maintain Cumberland's town identity and "sense of place". Development of higher intensity land uses could adversely affect lower intensity land uses.

■ **Recommendations:**

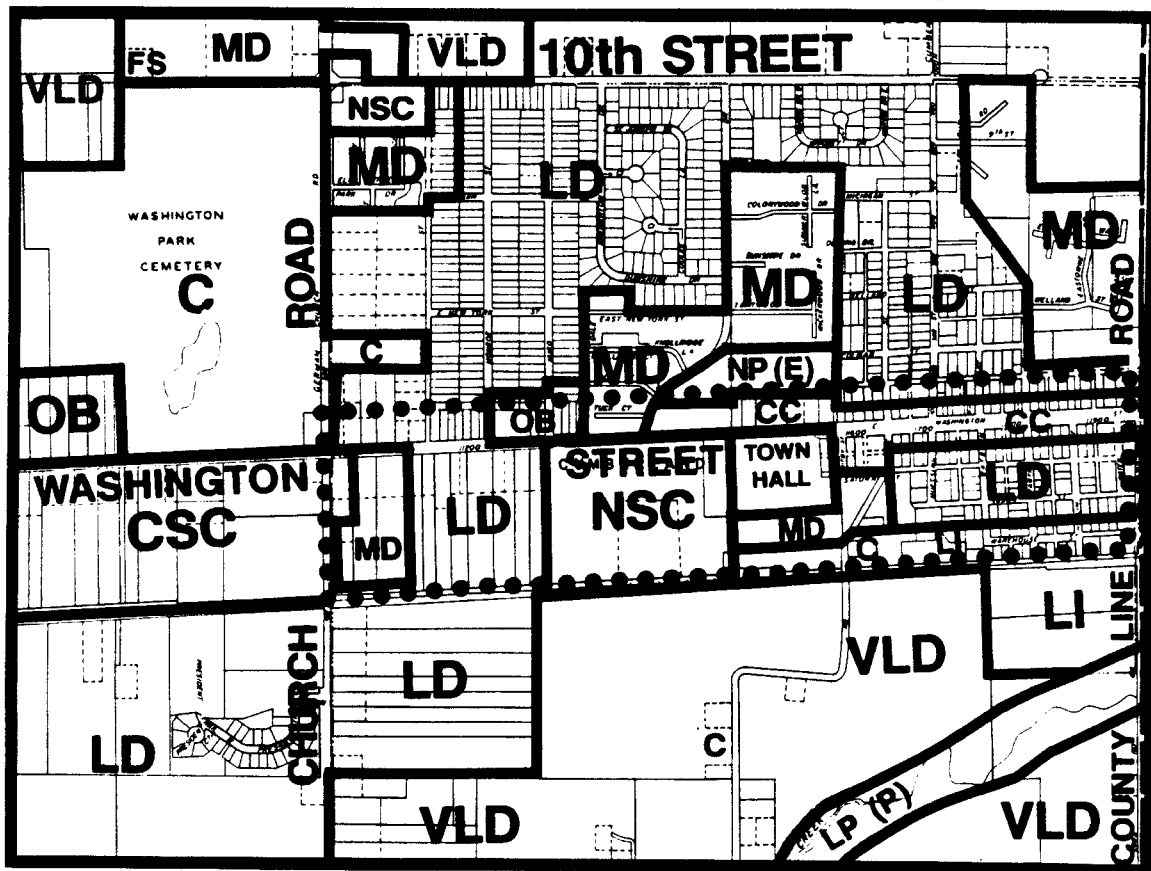
- a. Buffer light industrial land uses from surrounding land uses by landscaping, transitional yards, and other measures where these uses are adjacent to lower intensity land uses.
- b. Foster a sense of community or "sense of place" by focusing commercial development near the Cumberland Town Hall. Build sidewalks leading to and from central focus points such as the Town Hall and a main entrance to a shopping district or residential area. Apply "neo-traditional" town planning concepts (shopping within a one-quarter mile walking distance, small blocks, and narrow local streets which discourage vehicular traffic and nurture pedestrian traffic).
- c. Limit commercial development along Washington Street and German Church Road to those areas recommended for commercial uses on the Land Use Plan Map. Discourage commercial strip development along German Church Road and encourage residential development as shown on the Land Use Plan Map.
- d. Obtain sufficient right-of-way for the widening of Washington Street by dedication when possible. Accommodate the historic nature of the area when the street is widened. Include crosswalks, sidewalks and landscaping in the widening plans along the north and south sides of Washington Street.

■ **Additional Data:**

- a. Soil Limitations - Crosby-Brookston, Miami-Crosby, and Genesee-Sloan are the predominant soils found in this critical area. These soils are characterized as poorly drained, susceptible to erosion, flooding, wetness and ponding. However, the area is almost fully developed, and as a result, much of the soil surface has been paved or built upon with drainage improvements which accommodate the soil characteristics.
- b. Drainage - There are no obvious drainage problems in this critical area. However, development or redevelopment should fully analyze drainage needs on- and off-site. The City Drainage and Sediment Control Ordinance contains development requirements which must be met.
- c. Environmental Constraints - The Division of Planning has determined that there are no especially notable environmental features in the area.
- d. Sanitary Sewers - This area is served by the Cumberland Sewer District.

- e. Water Facilities - The area has water service throughout.
- f. Transportation - The Indiana State Department of Transportation has proposed the widening of Washington Street to five lanes (four through lanes and a center turning lane), from German Church Road to Buck Creek in Hancock County. Construction is planned to begin in 1996. No priority improvements are currently recommended in the Marion County Thoroughfare Plan.

Map 13 - Critical Area 5



Critical Area 6

- **Location:** South of the abandoned Conrail Railroad (south of Washington Street), west of Mitthoefer Road, north of Rawles Avenue, and east of Post Road. The east boundary overlaps Critical Area 7.
- **Land Use Plan Recommendation:** Very Low Density Residential, Low Density Residential, Medium Density Residential, Urban Conservation indexed to Low Density Residential, and Urban Conservation indexed to Medium Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Low Density Residential - LD, and Commercial Shopping Center - CSC.
 - East:** Medium Density Residential - MD, Proposed Community Park indexed to Low Density Residential - CP(P)(2), and Very Low Density Residential - VLD.
 - South:** Very Low Density Residential - VLD, and Low Density Residential - LD.
 - West:** Very Low Density Residential - VLD.
- **Stage of Development:** 6 (Developing Suburban Area).
- **Why Critical:** The area is primarily undeveloped and may experience pressure for industrial zoning due to the surrounding arterial roadways, existing commercial development north of the area along Washington Street, and its current industrial development. Originally zoned for industrial use in 1958, this area no longer possesses the characteristics necessary for viable industrial development. The railroad which once abutted this area is now abandoned, and residential development is gaining momentum in the vicinity. The nearest interstate interchange is roughly 1½ miles away, and it is accessed via intensely commercialized Washington Street. The area also contains valuable wooded areas and floodplain.

■ Recommendations:

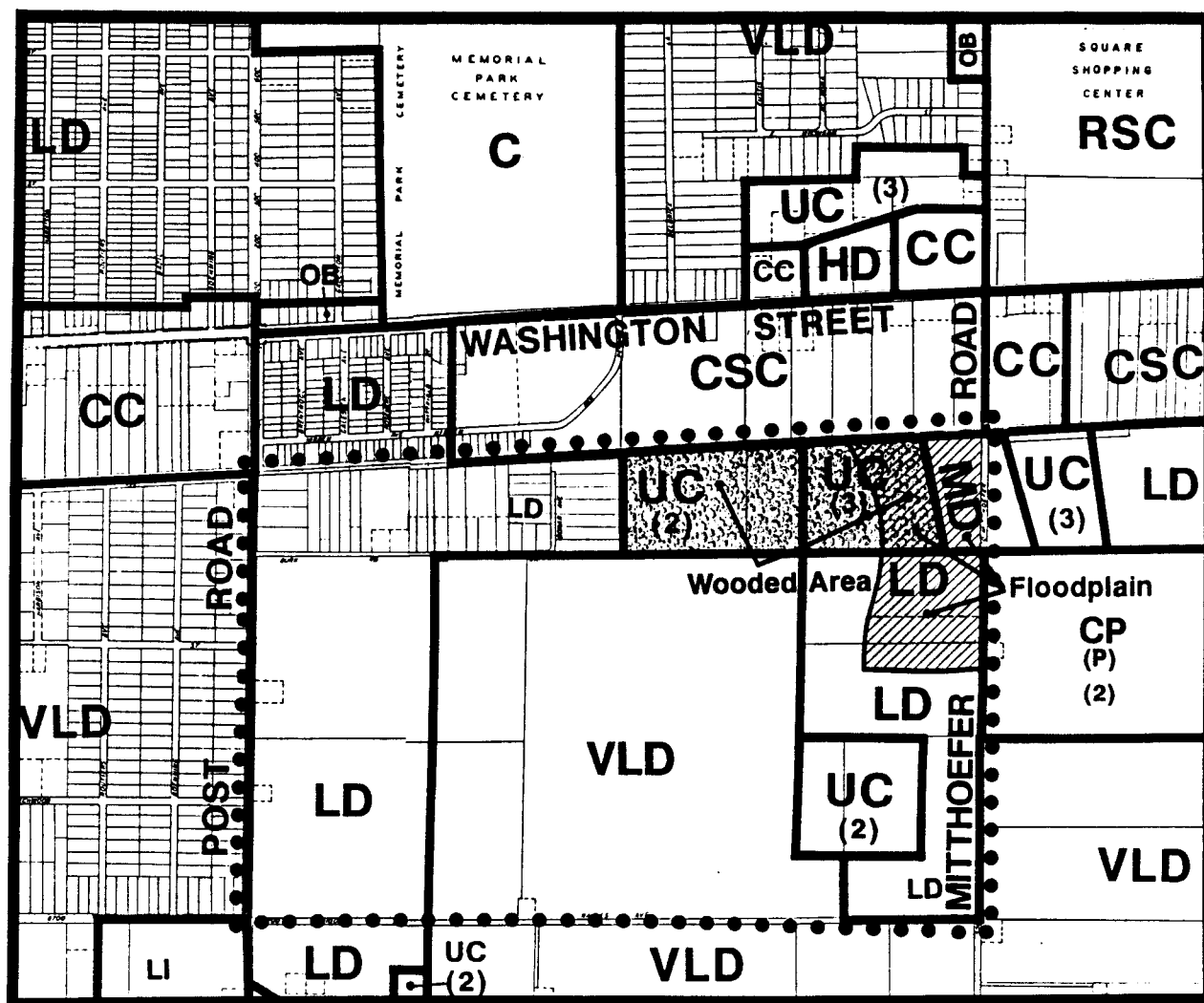
- a. Adhere to Land Use Plan Map recommendations for residential and conservation land uses.
- b. When development of the area takes place, the developer will prepare a tree inventory, preservation and replacement plan. This plan will be followed before, during, and after construction.
- c. Development in the floodplain is regulated by the Flood Control Districts Zoning Ordinance administered by the Department of Metropolitan Development.
- d. Utilize a cluster subdivision for residential development in order to preserve the wooded areas.
- e. Address the recommendations of Critical Area 7 for the portion of the area which overlaps Critical Area 6.

■ Additional Data:

- a. Soil Limitations - Crosby-Brookston, Miami-Crosby, and Genesee-Sloan are soils found in this critical area. These soils are characterized as poorly drained, susceptible to erosion, flooding, wetness and ponding. Because these soils are rated severe for septic systems, any development must be served by sanitary sewers.
- b. Drainage - When development occurs, thoroughly analyze on- and off-site drainage impacts. Require drainage plans that follow the requirements of the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - The area contains wooded areas. Preserve the wooded areas through cluster subdivision development.
- d. Sanitary Sewers - The area is not currently served by sanitary sewers. Sanitary sewer lines are located north of the area. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - The northwest portion of the area is served by public water lines.
- f. Transportation - Adjacent roads are classified as local collectors and primary arterials. No priority improvements are currently recommended in the

Thoroughfare Plan. However, as development occurs the roads will ultimately require upgrading. Preserve right-of-way to allow for future roadway widening.

Map 14 - Critical Area 6



Critical Area 7

- **Location:** The area on either side of and including Mitthoefer Road extending from the abandoned Conrail Railroad south to Brookville Road. The west boundary overlaps Critical Area 6.
- **Land Use Plan Recommendation:** Urban Conservation indexed to Medium Density Residential, Urban Conservation indexed to Low Density Residential, Medium Density Residential, Low Density Residential, Very Low Density Residential, and Proposed Community Park indexed to Low Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Commercial Shopping Center - CSC, and Commercial Cluster - CC.
 - East:** Urban Conservation indexed to Medium Density Residential - UC(3), Proposed Community Park indexed to Low Density Residential - CP(P)(2), and Very Low Density Residential - VLD.
 - South:** Very Low Density Residential - VLD.
 - West:** Low Density Residential - LD, Very Low Density Residential - VLD, Urban Conservation indexed to Low Density Residential - UC(2), and Urban Conservation indexed to Medium Density Residential - UC(3).
- **Stage of Development:** 6 (Developing Suburban Area).
- **Why Critical:** South Mitthoefer Road has been identified by the Planning Committee as appropriate for development as a residential boulevard street with amenities including landscaped center median and shoulder (the area of a street between the curb and sidewalk or the curb and property line/right-of-way line), street landscaping, sidewalks on both sides of the street, limited truck traffic, and limited curb cuts.

■ **Recommendations:**

- a. Acquire right-of-way for the boulevard and road construction by dedication when possible. Acquire the right-of-way prior to development of the area.
- b. Establish a transportation committee for the purpose of examining the specific needs for the boulevard. Elements of the study may include recommendations for landscaping, limited curb cuts, sidewalks, and right-of-way requirements.
- c. Control subdivision development along Mitthoefer Road to encourage integration of local streets and sidewalks within the subdivisions.
- d. Utilize cluster development schemes for residential development in order to preserve the wooded areas. Prepare tree inventory and preservation plans before development takes place.
- e. Construct of the Mitthoefer extension with special attention to and preservation of the floodplain area, wetlands, and wooded areas.
- f. Restrict commercial development to areas outside of this critical area (Washington Street and Brookville Road), as shown on the land use plan map. Mitthoefer Road should be residential in character.
- g. In order to mitigate noise, strengthen the aesthetics of the boulevard, and maintain the viability of the proposed residential development, the City-County Council should adopt a weight restriction ordinance to limit the size of trucks which may travel on Mitthoefer Road. The transportation committee recommended in "b" above should also study this.
- h. Follow the recommendations of Critical Area 6 for the northwest portion of the area which overlaps with Critical Area 7.

■ **Additional Data:**

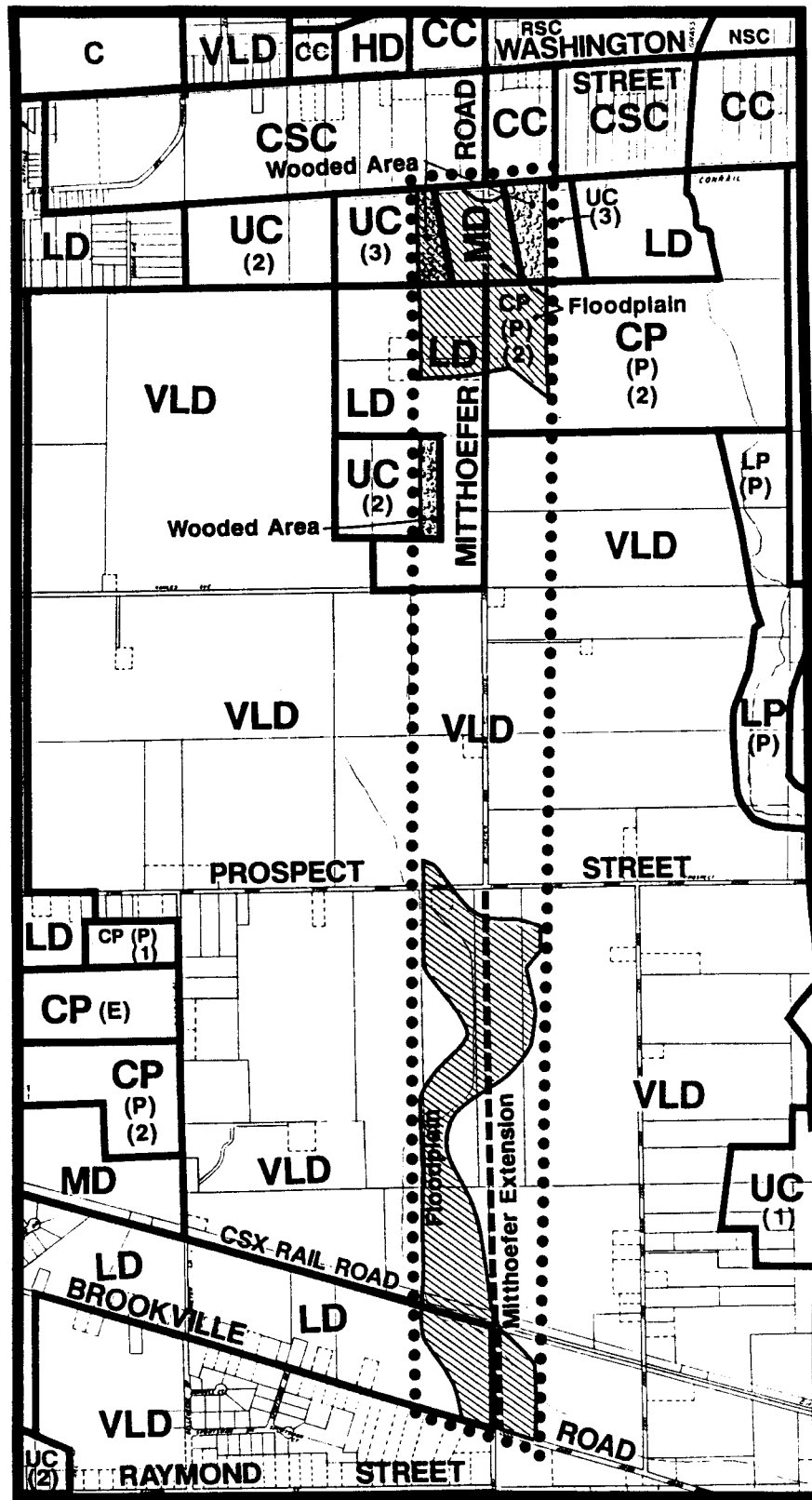
- a. **Soil Limitations** - Soil associations on this site include Crosby-Brookston and Miami-Crosby. These soils are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. The rating for septic system service is severe.
- b. **Drainage** - The area's drainage needs may not be met. When development occurs, thoroughly analyze drainage of the area and its impacts on land outside of this critical area. Require drainage plans with on- and off-site

improvements as necessary, that follow the requirements of the City Drainage and Sediment Ordinance.

- c. Environmental Constraints - The site has wooded areas and floodplains which should be preserved. Development in the area recommended for Urban Conservation indexed to both Low and Medium Density Residential land use will be sensitive to these environmental constraints. Tree inventory and preservation plans must be prepared prior to development of the area.
- d. Sanitary Sewers - Sewer service to the area is available from lines located north of the abandoned Conrail Railroad. Consult with the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - Water service does not extend into this area but is available from water lines to the north (along Washington Street and north Mitthoefer Road) and east (along Prospect Street).
- f. Transportation - The Thoroughfare Plan's priority improvements include the Mitthoefer Road extension from Prospect Street to Brookville Road. This road is recommended for initial construction as a two-lane roadway until traffic demand warrants four lanes.

(See Map 15, next page)

Map 15 - Critical Area 7



Critical Area 8

- **Location:** The area surrounding German Church Road extending south from the abandoned Conrail Railroad to Brookville Road.
- **Land Use Plan Recommendation:** Low Density Residential, Very Low Density Residential, and Junior High.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Commercial Shopping Center - CSC, and Medium Density Residential - MD.
 - East:** Low Density Residential - LD, and Very Low Density Residential - MD.
 - South:** Existing Community Park - CP(E), Very Low Density Residential - VLD, and Proposed Linear Park - LP(P).
 - West:** Very Low Density Residential - VLD, Junior High - JH, and Low Density Residential - LD.
- **Stage of Development:** 6 (Developing Suburban Area) and 7 (Rural Area).
- **Why Critical:** When development conditions require German Church Road to be widened to four lanes from its current two-lane width, construct it as a residential boulevard. This type of roadway would be an attractive amenity for the township and serve as a gateway to the proposed residential areas along both sides of German Church Road. Boulevards typically include extensively landscaped wide center medians, as well as sidewalks along both sides of the street with landscaping, and they are sometimes curvilinear in design.
- **Recommendations:**
 - a. Form a transportation committee to conduct a study to examine the needs for the boulevard. Include as elements of the study: recommendations for median

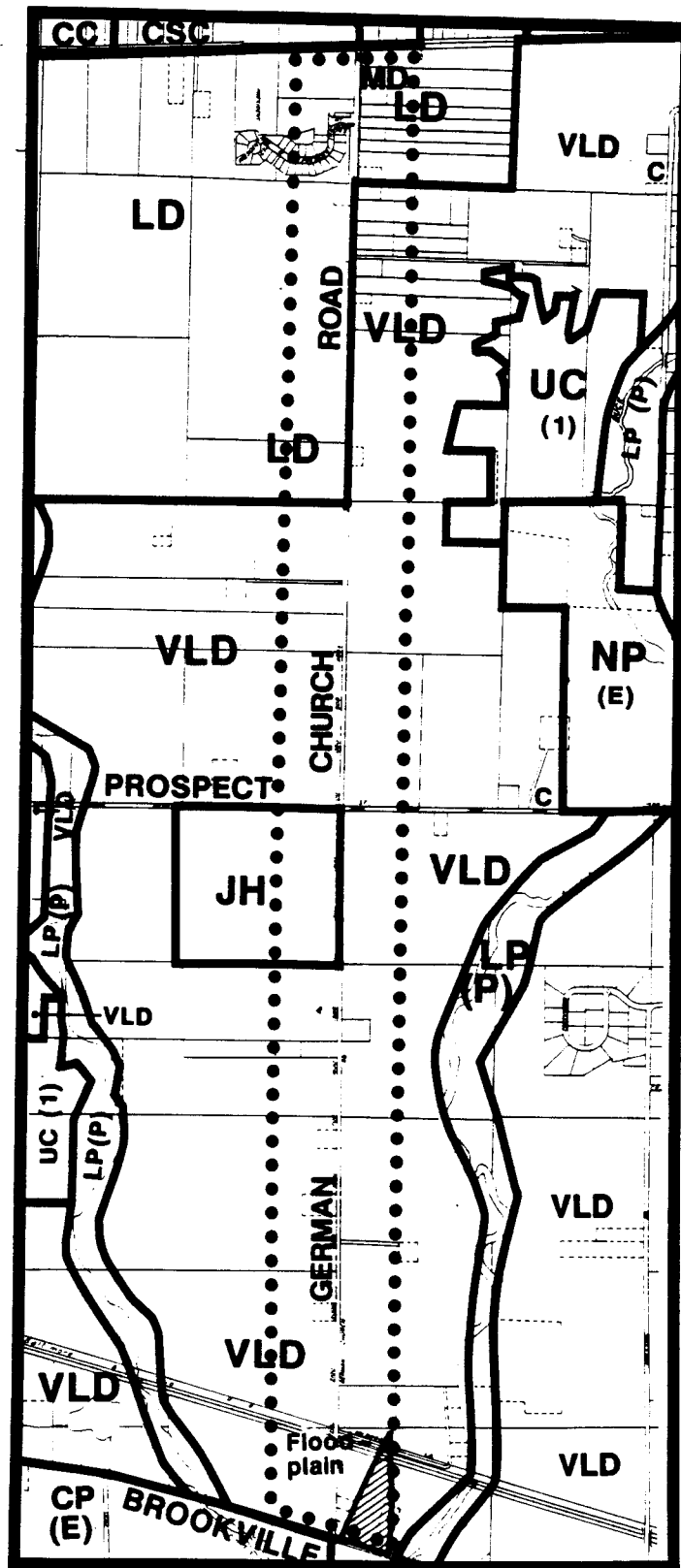
and shoulder (see page 39) landscaping, limited curb cuts, sidewalks, and appropriate right-of-way requirements.

- b. Encourage residential development along German Church Road to integrate streets and sidewalks within individual subdivisions and between adjacent subdivisions. Other design concepts include but are not limited to frontage roads, landscaping, and wide setbacks for subdivisions fronting and/or adjacent to German Church Road.
- c. Accomplish development in the floodplain area in accordance with the Flood Control Districts Zoning Ordinance.
- d. Prohibit commercial development in this critical area. Locations shown on the Land Use Plan Map are more appropriate for commercial uses.

■ Additional Data:

- a. Soil Limitations - The Crosby-Brookston and Miami-Crosby soils on this site are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. They are rated severe for septic system service.
- b. Drainage - Due to the soil composition, this area is poorly drained. When development occurs, require a thorough analysis of on- and off-site drainage impact. Require drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - A portion of the area is within floodplain boundaries. Limit development in order to protect the floodplain located in the extreme southeastern part of the critical area.
- d. Sanitary Sewers - Only the residentially developed northernmost portion of the area is currently served by sewer lines. Any development will require sewer service due to the soil associations in the area. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - Public water facilities are contained within the area, north of Prospect Street. Extend the existing water lines south of Prospect Street to serve any development in the unserved portion of the critical area.
- f. Transportation - The Thoroughfare Plan contains no recommended priority improvements for this area.

Map 16 - Critical Area 8



Critical Area 9

- **Location:** The area east of Post Road, south of the existing Post Road Community Park, east and west of Lichtenburg Road, and north of the Conrail Railroad.
- **Land Use Plan Recommendation:** Urban Conservation indexed to Medium Density Residential, Proposed Community Park indexed to Low Density Residential, and Medium Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Existing Community Park - CP(E), and Very Low Density Residential - VLD.
 - East:** Very Low Density Residential - VLD.
 - South:** Low Density Residential - LD, and Office Buffer - OB.
 - West:** Heavy Industrial - HI.
- **Stage of Development:** 7 (Rural Area).
- **Why Critical:** Portions of the proposed park area are currently being used for private recreation -- little league baseball and softball. If that use ceases, fewer recreational facilities would be available to Warren Township residents, unless the facility is converted to a "public" park. Ultimately, the land needs to be acquired for park use. Also, access to and from adjacent residential uses to the proposed park needs to be preserved.

In addition, the area is critical due to the wide range of competing land uses in the area. Residential uses could be negatively impacted if encroached upon by industrial and commercial uses.

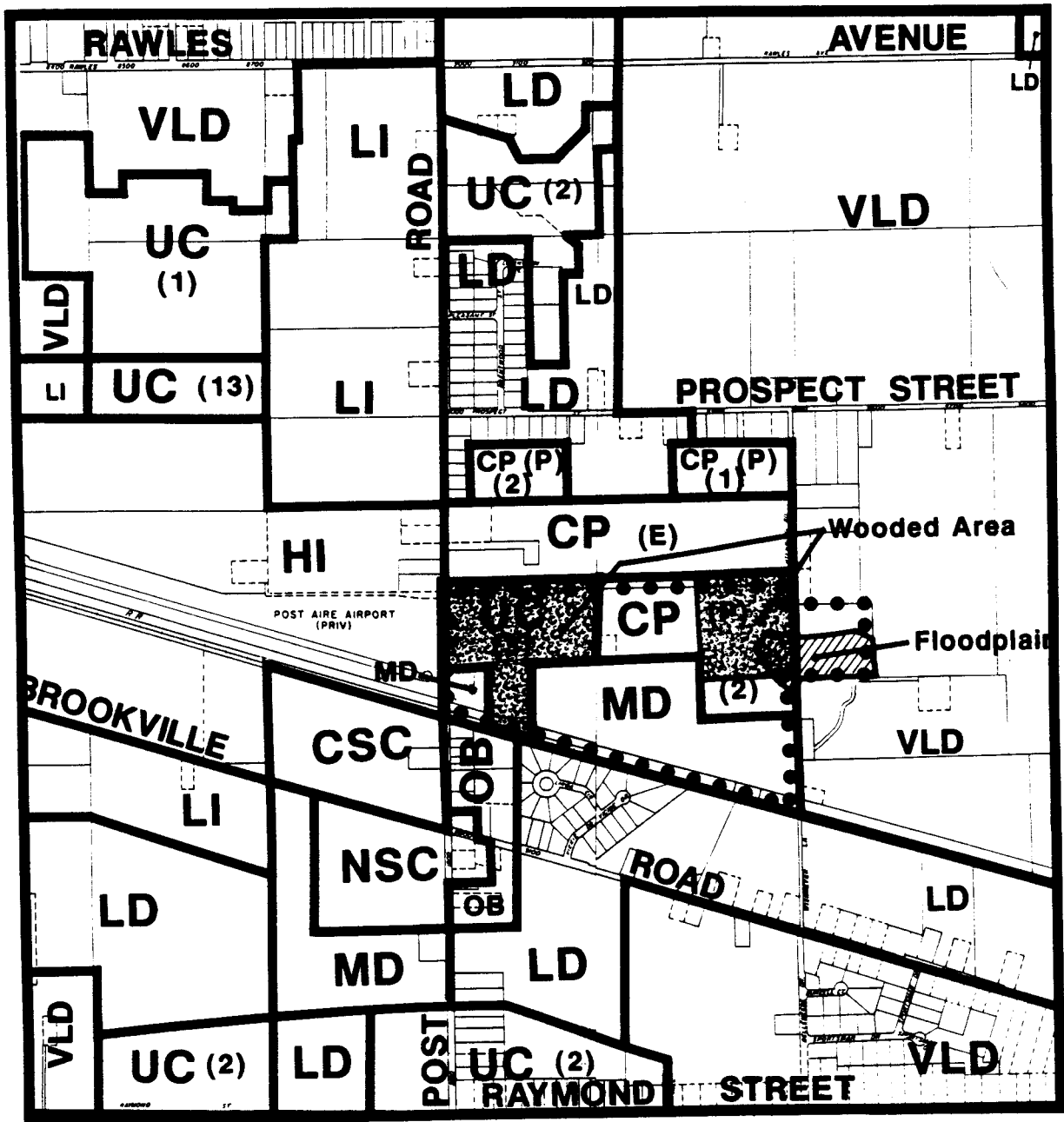
Recommendations:

- a. Design new development with access to the park area.

- b. Obtain park land for ultimate expansion of the existing park.
 - c. Preserve natural features of the area when park development occurs.
 - d. If the area is not developed for park uses, preserve the wooded areas by cluster residential development.
 - e. Require developer prepared tree inventory and preservation plans if the site is developed for residential uses.
 - f. A park master plan, *Post Road Community Park Master Plan, 1991*, was developed for the existing park north of the area. Revise the park plan to include the proposed expanded park area.
- Additional Data:
- a. Soil Limitations - This site's soil association is Miami-Crosby. This soil is not conducive to septic systems. Development of the site will require sanitary sewers. The soil association's characteristics include ponding, wetness, and erosion susceptibility.
 - b. Drainage - The site contains a floodplain area. Apply the regulations of the Flood Control Districts Zoning Ordinance when development occurs. Also, the site is poorly drained. When development occurs, thoroughly analyze on- and off-site drainage impacts. Require drainage plans and improvements that follow the requirements of the City Drainage and Sediment Control Ordinance.
 - c. Environmental Constraints - Develop the site with sensitivity to the wooded and floodplain areas.
 - d. Sanitary Sewers - The area is not served by sanitary sewers. Extend sewer service from existing lines north and south of the area on Franklin Road for any new development. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
 - e. Water Facilities - The area does not currently have water service. Water lines that could be extended to the area are located north of the site, near the intersection of Post Road and Prospect Street.
 - f. Transportation - Post Road is a primary arterial which provides the main point of access to the area. There are no recommended Thoroughfare Plan priority improvements for roads surrounding this critical area.

(See Map 17, next page)

Map 17 - Critical Area 9



Critical Area 10

- **Location:** South of Brookville Road, west of Shadeland Avenue, north of Iona Road (extended), and east of Hunter Road.
- **Land Use Plan Recommendation:** Light Industrial and Very Low Density Residential.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Light Industrial - LI.
 - East:** Interstate.
 - South:** Low Density Residential - LD.
 - West:** Low Density Residential - LD, Very Low Density Residential - VLD, and Light Industrial - LI.
- **Stage of Development:** 6 (Developing Suburban Area).
- **Why Critical:** Industrial development could encroach and negatively impact the existing and planned residential areas surrounding Hunter Road. Also, industrial traffic on Hunter Road would negatively impact the residences. Traffic controls, landscape buffering, transitional yards, and other treatment of the industrial developed and planned areas is necessary in order to reduce the impact of these incompatible land uses.
- **Recommendations:**
 - a. Route industrial truck and auto traffic to and from Brookville Road through the extreme northwestern portion of the area recommended for Light Industrial development (via direct access to Brookville Road). Routing this traffic away from Hunter Road can reduce the negative impacts of industrial traffic on the residentially planned and used areas.
 - b. Reserve and design Hunter Road for residential traffic. Hunter Road is only 2 miles in length, and the surrounding area is almost entirely residential.

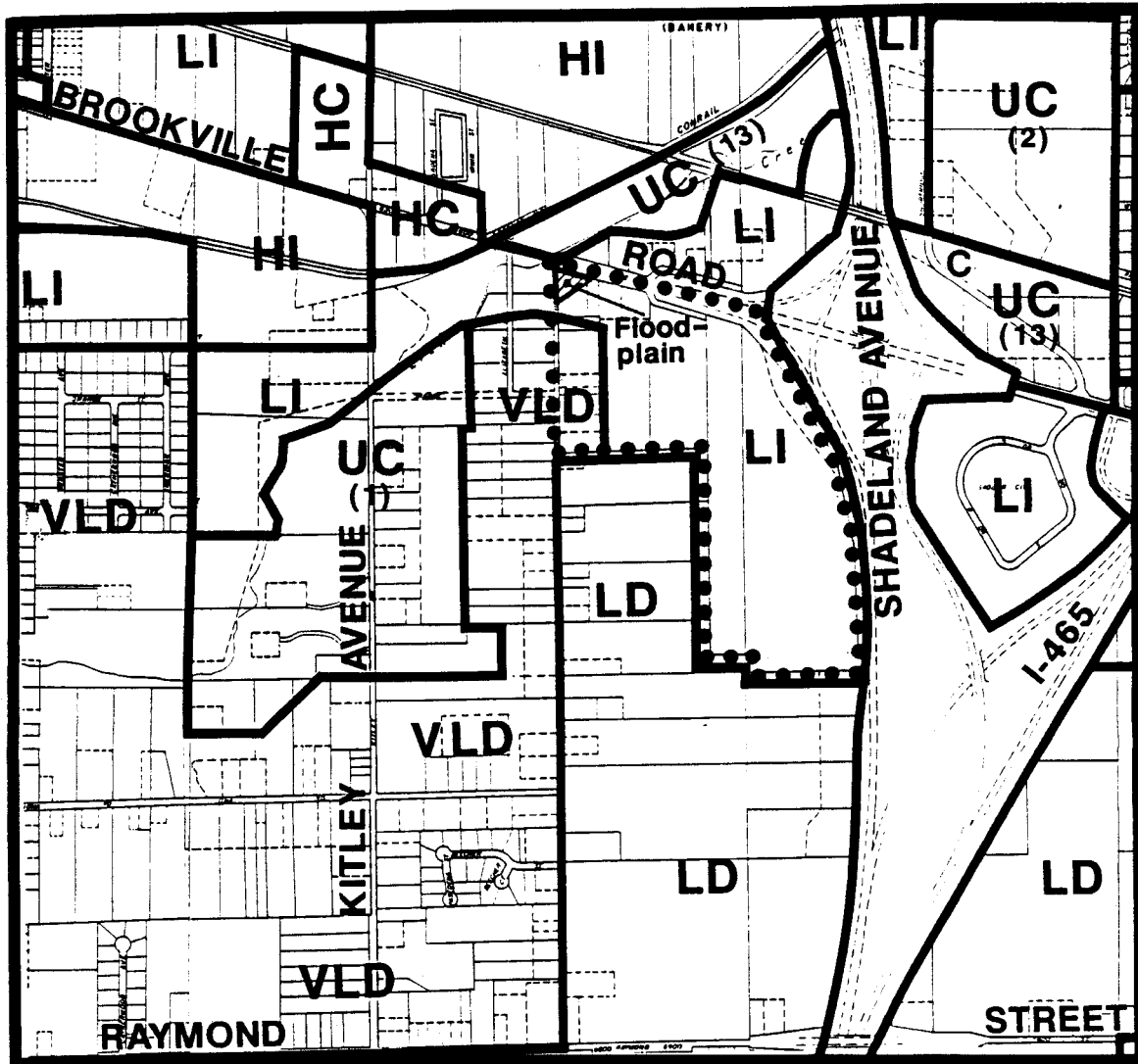
- c. Require landscape installation and residential buffering treatment at the time of industrial development in order to reduce the impact of industrial development on residential areas.

■ Additional Data:

- a. Soil Limitations - Soil associations on this site include Crosby-Brookston and Miami-Crosby. These soils are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. The rating for septic system service is severe.
- b. Drainage - Drainage of the area is limited by the soil associations. When development occurs, require a thorough analysis of on- and off-site drainage impacts. Require drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance are followed.
- c. Environmental Constraints - No environmental constraints have been identified in this critical area.
- d. Sanitary Sewers - The northwest portion of this area is served by sanitary sewers. Extend sewer lines to all new development. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - No water service is available to the site. Water facilities are located west of the area, along Kitley Avenue.
- f. Transportation - There are no proposed roads or planned priority improvements for this critical area.

(See Map 18, next page)

Map 18 - Critical Area 10



Critical Area 11

- Location: The area surrounding the proposed Prospect Street Connector extending east from Emerson Avenue to Brookville Road.
- Land Use Plan Recommendation: Light Industrial, Heavy Industrial, Low Density Residential, and Very Low Density Residential.
- Surrounding Land Uses Recommended in the Comprehensive Plan:
 - North: Urban Conservation indexed to Light Industrial, Heavy Industrial - HI, and Heavy Commercial - HC.
 - East: Light Industrial - LI.
 - South: Low Density Residential - LD, Very Low Density Residential - VLD, Urban Conservation indexed to Very Low Density Residential - UC(1), and Light Industrial - LI.
 - West: Light Industrial and Heavy Industrial (*1984 Marion County Comprehensive Land Use Plan -- Center Township*).
- Stage of Development: 3 (Established Center City), 5 (Established Suburban Area), and 6 (Developing Suburban Area).
- Why Critical: Need to protect and preserve the viable residential area from possible industrial encroachment. Prospect Street right-of-way needs to be preserved for construction of the roadway. Right-of-way for the planned Emerson Avenue and Brookville Road widening also should be preserved.
- Recommendations:
 - a. Obtain by dedication Prospect Street, Emerson Avenue, and Brookville Road right-of-ways.

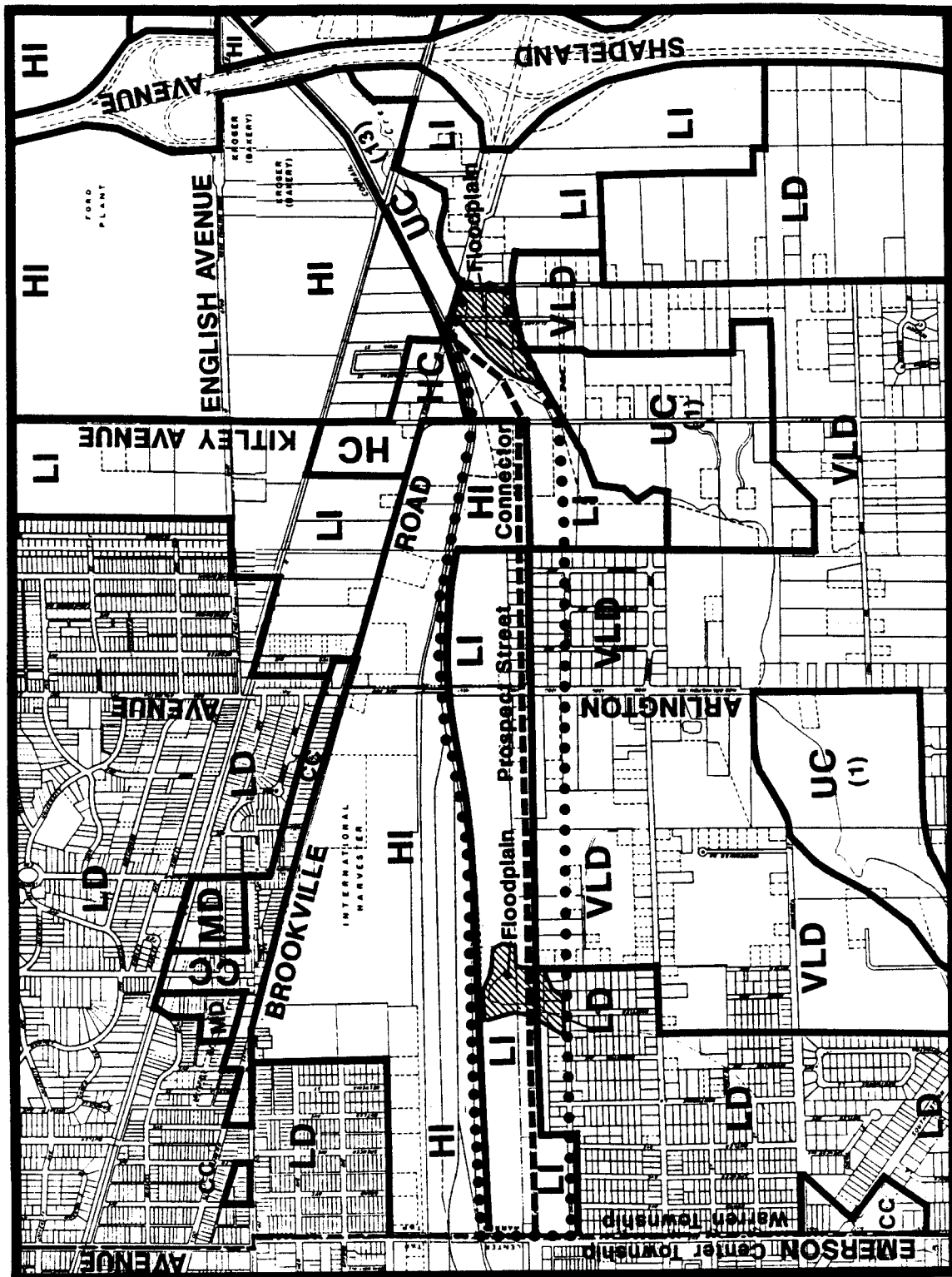
- b. Provide buffering of industrial development by transitional yards and landscaping. When Prospect Street is constructed it will provide a good boundary between residential uses to the south and industrial uses to the north.
- c. Locate Light and Heavy Industrial land uses in the areas designated by the Land Use Plan Map. The plan's land use distinctions should be interpreted as being definitive and fixed.

■ Additional Data:

- a. Soil Limitations - Soil associations on this site include Crosby-Brookston and Miami-Crosby. These soils are susceptible to wetness and ponding, are poorly drained, and may have erosion problems. The rating for septic system service is severe.
- b. Drainage - The site contains a floodplain area. Regulate development through the Flood Control Districts Zoning Ordinance. When development occurs, require a complete analysis of on- and off-site drainage impacts. Require drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - No environmental constraints have been identified in this critical area.
- d. Sanitary Sewers - Much of the area is not served by sanitary sewers. Extend sewer service from lines north, south, and east of the area. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - The area is currently served by water lines.
- f. Transportation - Prospect Street is a proposed primary arterial. It is identified by the Thoroughfare Plan as a priority improvement as a four-lane connector to be initially constructed as a two lane facility. Other streets in the critical area which are identified as priority improvements include: Emerson Avenue (widening from two lanes to four lanes), and Brookville Road (widening from two lanes to four lanes).

(See Map 19, next page)

Map 19 - Critical Area 11



Critical Area 12

- **Location:** East of Arlington Avenue, north of I-74/Southeastern Avenue, and west of Hunter Road.
- **Land Use Plan Recommendation:** Light Industrial, Low Density Residential, and Neighborhood Shopping Center.
- **Surrounding Land Uses Recommended in the Comprehensive Plan:**
 - North:** Medium Density Residential - MD, and Low Density Residential - LD.
 - East:** Low Density Residential - LD.
 - South:** Interstate, Neighborhood Shopping Center - NSC, Low Density Residential - LD, Very Low Density Residential - VLD, Office Center - OC, and Medium Density Residential - MD.
 - West:** Office Buffer - OB, and Very Low Density Residential - VLD.
- **Stage of Development:** 6 (Developing Suburban Area).
- **Why Critical:** Industrial development could encroach into the existing and planned residential areas. The encroachment would have an adverse impact on the residential areas. Landscape buffering, transitional yards, and other treatment on the industrial developed and planned areas is necessary in order to reduce the impact of these incompatible land uses.
- **Recommendations:**
 - a. Require industrial truck and auto traffic from I-74 and I-465 to access the area via Southeastern Avenue. Require industrial truck and auto traffic to access the western portion of the area from Arlington Avenue. This routing of traffic

will reduce negative impacts of industrial traffic on the residentially planned and used areas.

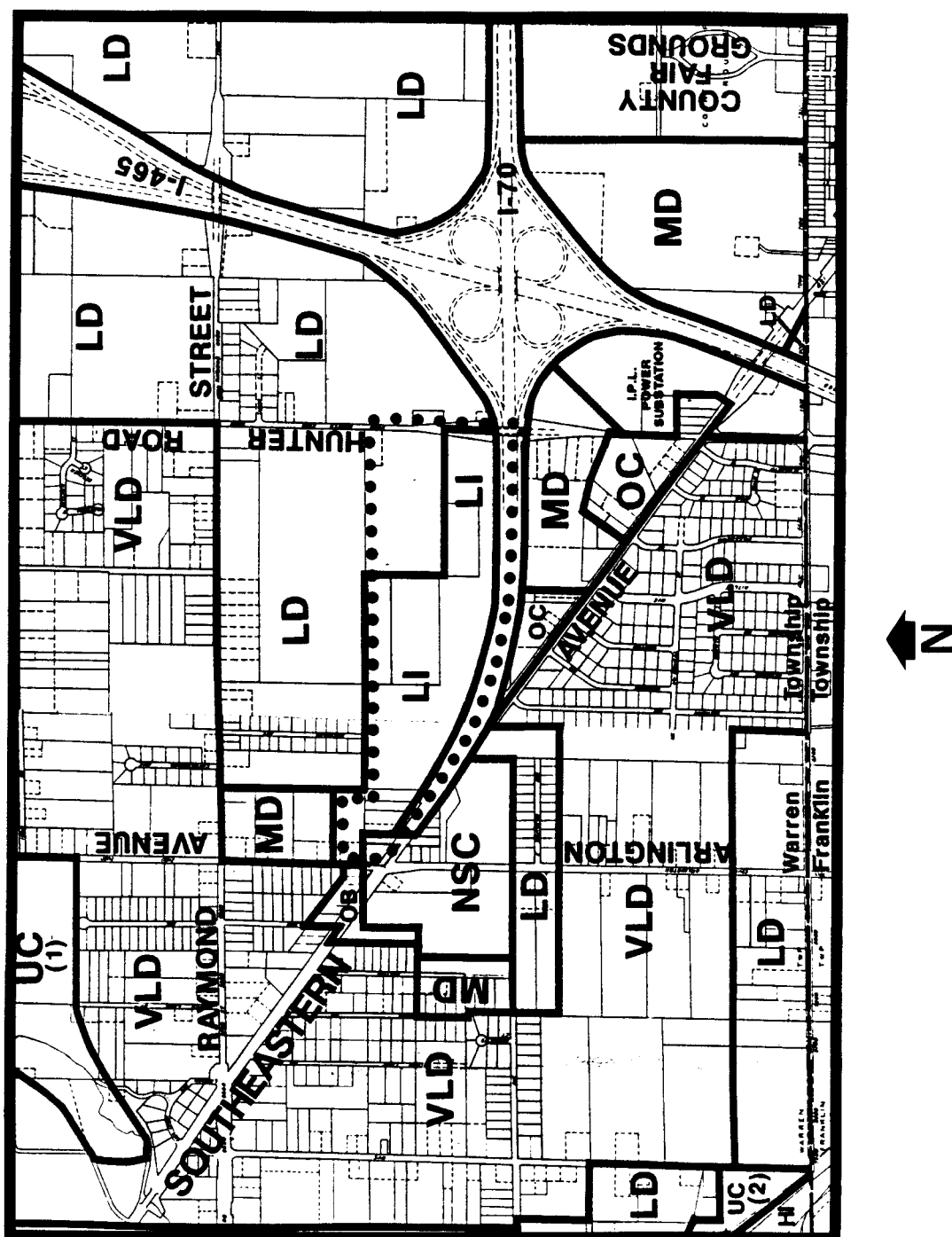
- b. Reserve Hunter Road for residential traffic. Design Hunter Road to serve the residential areas surrounding Hunter and Raymond Street. Likewise, do not extend Sheridan Avenue to serve industrial uses.
- c. Implement landscape installation and other residential buffering treatments at the time of industrial development to reduce the impact of industrial development on residential areas.

■ Additional Data:

- a. Soil Limitations - The site's soils are primarily Crosby-Brookston and are characterized by poor drainage, ponding, wetness and erosion. Due to the soil associations' inability to accommodate septic systems, provide sewer service to new and existing development to prevent health hazards.
- b. Drainage - Drainage of the area is limited by the soil associations. When development occurs, thoroughly analyze on- and off-site drainage impacts. Require drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.
- c. Environmental Constraints - No environmental constraints have been identified in this critical area.
- d. Sanitary Sewers - This area is not served by sanitary sewers. Sewer service can be extended from lines north of the area along Hunter Road and west of the area along Southeastern Avenue. Prior to development, contact the Department of Public Works' sewer permitting division regarding sewer service needs.
- e. Water Facilities - Portions of the site are served by water lines. New development can be served by installing water lines from existing lines Southeastern Avenue and Kitley Avenue to the area.
- f. Transportation - There are no proposed roads or planned priority improvements for this critical area.

(See Map 20, next page)

Map 20 - Critical Area 12



Conclusion

The Warren Township Comprehensive Land Use Plan was developed over a period of approximately two years through a systematic and highly participatory process. During this time, City-County staff initiated the planning process, gathered and analyzed township data, and led Planning Committee meetings. The Township Planning Committee worked with City-County staff for almost one year to develop the final plan. The plan's recommendations reflect thorough examination of township population, land use characteristics, infrastructure, and environmental limitations as well as open discussion of planning and development goals. The recommendations of the plan map and plan narrative will help guide the future development of Warren Township.

The plan will be evaluated in the future to determine when there is a need for revision. Some of the factors that may indicate the need for a revision include rapid development of all or part of the township, major changes in land use, significant increases in population, and extension of major sewer or water lines. Periodic revisions can be made via the adoption of new critical areas (see pages 19 and 20) or subarea plans, thereby keeping the Warren Township Plan current without development of an entirely new township plan. When the time comes to revise the township plan as a whole, the process will again be thorough, highly participatory, and reflective of the community's planning and development goals.

Appendix A

Warren Township Planning Committee

The following is a list of Warren Township Planning Committee members who attended Committee Meetings. The Planning Committee was an open membership committee. The Division of Planning initiated committee formation by inviting all identifiable township leaders -- neighborhood organization presidents, school board members, City-County Council members, Metropolitan Development Commission members, and other community leaders. The Division relied upon community communication and also contacted local media to advertise the planning process and meetings.

Eight Planning Committee meetings were held for the formation of this Warren Township Comprehensive Plan. The recommendations of this plan are the result of committee discussions and conclusions. Throughout the planning process the committee participated actively. The Division of Planning staff thanks each of the committee members for their invaluable participation and patience through out the months of review and revision that resulted in this Warren Township Comprehensive Land Use Plan.

Dr. Lehman Adams, Jr.	Sandra D. Arthur
George Battles	Richard Bennett
Kathy Black	Tinka Booe
Rozelle Boyd	Daniel J. Brackemyre
David M. Brooks	Ed Brown
Jan Buchanan	Rod Caldwell
Bob Canada	Richard F. Clark
Carlton E. Curry	James J. Curtis
Karen A. Dean	Bruce Deason
Paul Diebold	Donald F. Elliot, Jr.
Max Fall	Paul Ferguson
Tom Fields	Joy Fowler
Pat Graham	Frank M. Hancock
Dale R. Harkins	Jerry R. Haynes
Joan Heady	Tim Hines
William H. Hoffman	Lois J. Horth
E. Lou Jones	Paul Jones
Robert M. Jones	Norman Kleitgen
David Lakin	Leo Linnaman
Agnes Lungoche	David Luttrell
Lauren R. Martin	John W. McKenzie
Jean McQuire	Kent McQuiston

Appendix A (cont'd)

Warren Township Planning Committee

Mr. & Mrs. Dave Mikkelson
Kay Miller
Mary Ann Mills
Cheryl A.H. Monka
Mary B. Moriarty
Darrell Morris
Beverly Mukes-Gaither
Dan Neufelder
Mr. & Mrs. Fred Nieske
Debbie Oertel
Stan Payne
Susie Phipps
Mark W. Quebe
Mr. & Mrs. Gene Rexroad
Betty Ruhmkorff
William Schmadeke
Kristen Smelser
Wayne Smith
Ira C. Spoon
John Sweezy
Larry Tindall
Jeff Turner
James Wade
R. Douglas Walker
Tim Whitaker
David Zeyenr

Patricia Miller
Larry P. Miller
Tim Monger
Allen L. Durnill
Melinda S. Moriarty
Max Moser
Larry Ness
Theodore L. Nicholas
Cory O'Dell
Douglas Otto
Bert Pettygrove
Mr. & Mrs. Phil Popp
K.G. Reinhardt
Michael W. Rodman
Joseph Scher
Julius Shaw
Robert J. Smith
John Solenburg
Kevin Strunk
William Thirion
Robert Trivers
Jerry Voyles
Cyndi Wagner
Jerry Wetherald
Edward Williams



Elected Officials

Stephen Goldsmith, *Mayor*

City-County Councillors and Districts

Gordon Gilmer, 1
William Schneider, 3
Linda Beadling, 5
Stuart Rhodes, 7
Glenn Howard, 9
Rozelle Boyd, 11
Cory O'Dell, 13
Mary B. Moriarty, 15
Jeff Gloc, 17
Kenneth Giffin, 19
Frank T. Short, 21
David Smith, 23
Dr. Philip Borst, 25
Ron Franklin, AL
Stephen R. West, AL

Dr. Beurt SerVaas, 2, President
William Dowden, 4
Elwood E. Black, 6
Randy Shambaugh, 8
Paul Jones, 10
Betty Ruhmkorff, 12
Z. Mae Jimison, 14
Maggie Brents, 16
Phillip Hinkle, 18
Timothy M. Mullin, 20
Susan Williams, 22
Beulah Coughenour, 24
Carlton E. Curry, AL
W. Tobin McClamroch, AL

Metropolitan Development Commission

William R. Brown
Jack Hall
Mary Ann Mills
Julie P. Scott
James Wade, Jr., President

James J. Curtis, Sr.
Lois J. Horth
Michael W. Rodman
Randolph L. Snyder

Project Coordination

Nancy Silvers, *Deputy Mayor and Acting Director for Dept. of Metropolitan Development*

Department of Metropolitan Development, Division of Planning

Leslie R. Rubin Ph.D., *Administrator*

Thomas Bartlett, Senior Planner
Kira (Schmidt) Wauwie, AICP, Planner
Jay Getz, Planner

Phil Pettit, Drafting Superintendent
Darrell Walton, Draftsman
Kenneth Percy, Print Shop Manager
Burt Carter, Printer

Participating Agencies

City of Indianapolis Departments:
Metropolitan Development -
Division of Development Services
Division of Planning
Parks and Recreation
Public Works
Historic Preservation Commission
Transportation

Indiana Dept. of Natural Resources
Indiana Dept. of Transportation
Indiana Historic Landmarks Foundation
Indianapolis Water Company
Marion County Health Department